

# GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., DECEMBER 10, 1900.

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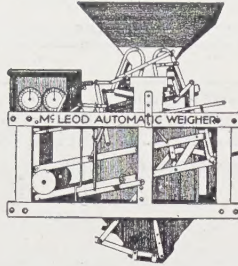
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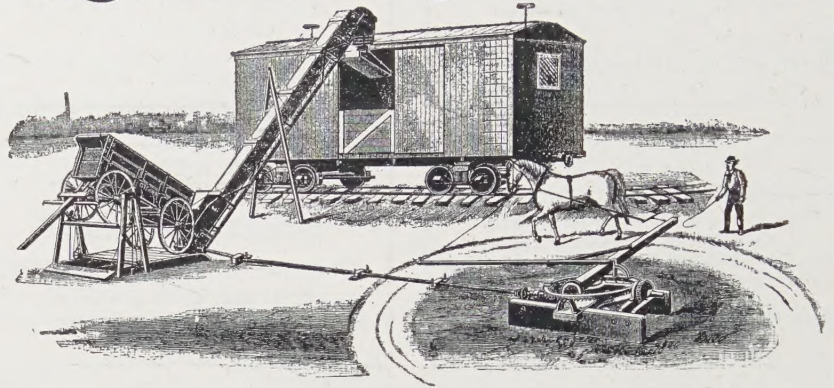
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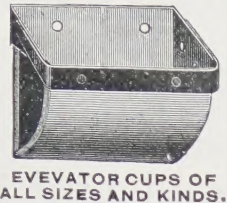
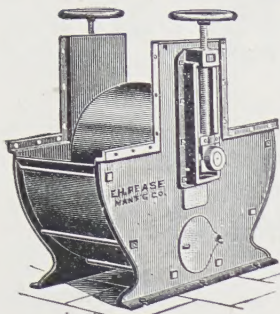
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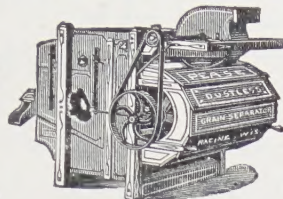


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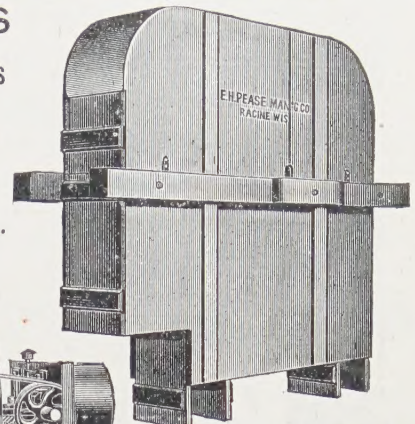
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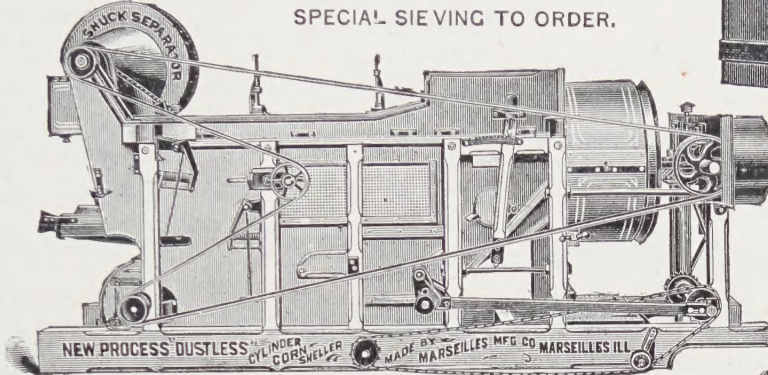
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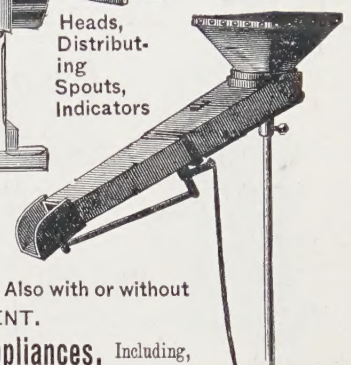
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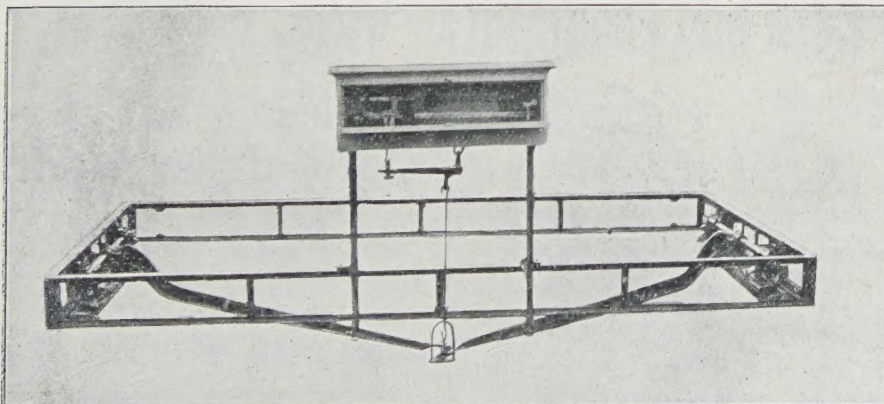
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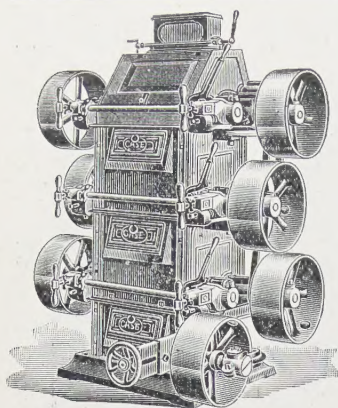
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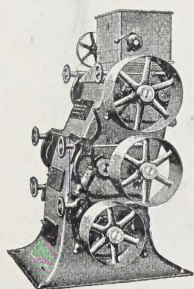
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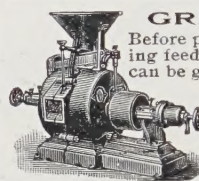
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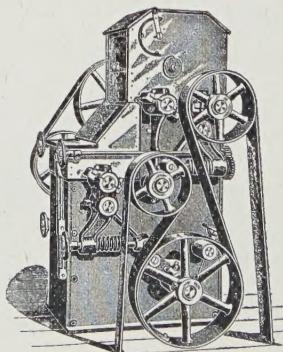
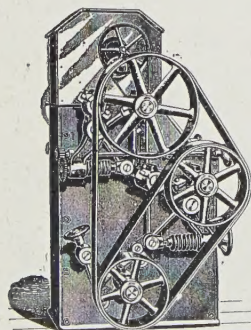
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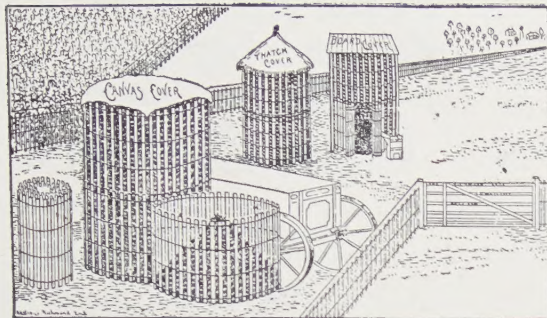
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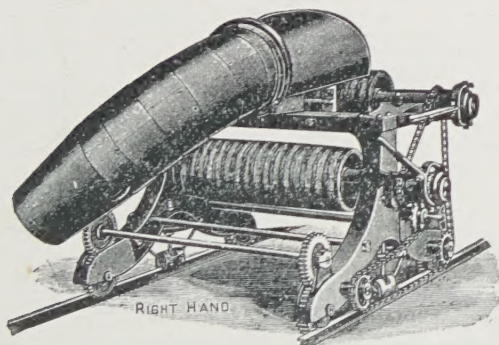
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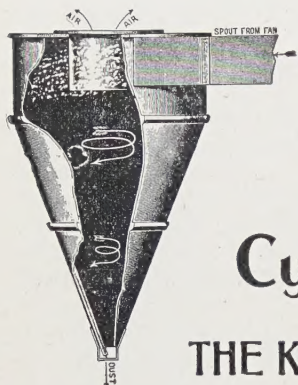
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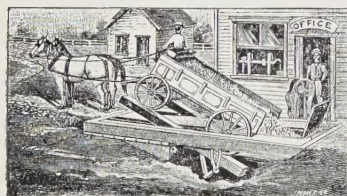
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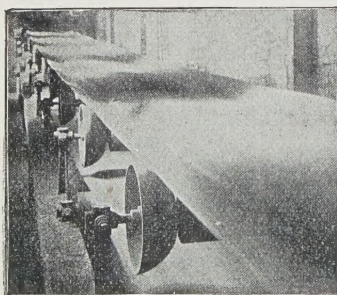
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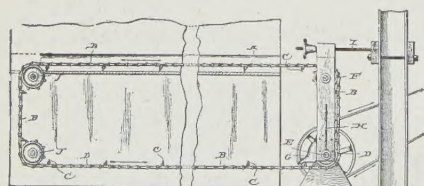
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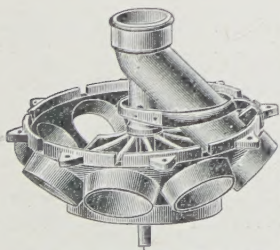
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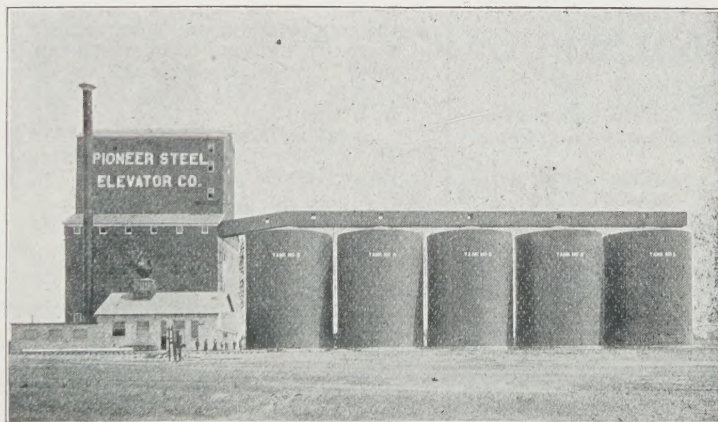
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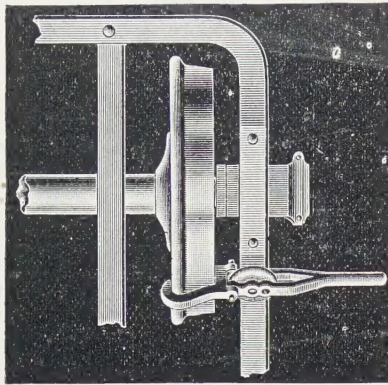
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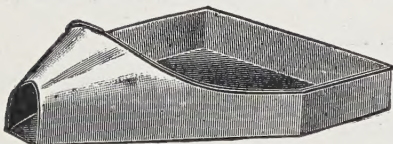
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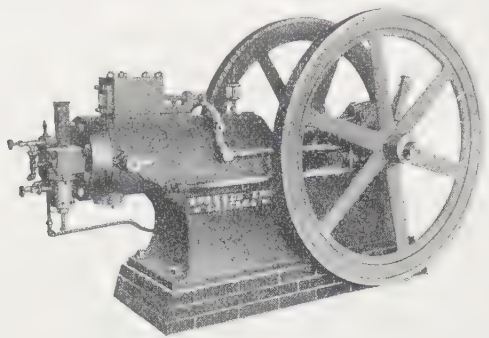
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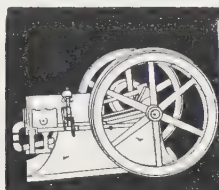
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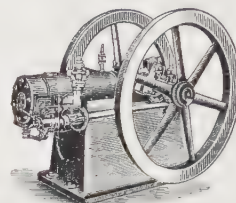
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THE  
MONARCH  
GAS  
ENGINE  
CO.



THE BROWN  
GASOLINE ENGINES

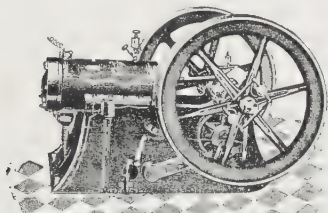
are simple, reliable,  
and economical. For  
full information, ad-  
dress,

Brown Gas Engine Co.  
COLUMBUS, OHIO,

### Power for Every Class of Work.

Engines Sold on their Merits  
and Power Guaranteed

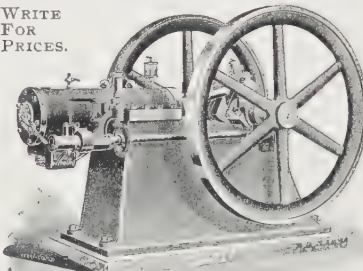
Write for Catalog, Terms and Prices.



The Waterloo Gasoline Engine Co. Cedar St.,  
Waterloo, Ia.

### The Columbia GAS and GASOLINE ENGINES.

WRITE  
FOR  
PRICES.



E. L. GATES MFG. CO.,  
66-70 So. Canal St., CHICAGO, ILL.

A BOOK OF  
SPROCKET CHAIN  
APPLIANCES  
WEBSTER MFG. CO.

Our book of Sprocket Chain Appliances, also our  
book of Power Transmitting Appliances are full of  
valuable information for all who are interested in  
either of these lines. We will take pleasure in  
mailing them on application. Have you received our  
March 1st Price Current?

WEBSTER MFG. CO.

1075 W. Fifteenth Street, CHICAGO, ILL.  
38 Dey St., NEW YORK CITY.

### Machines, Supplies and Businesses

Cannot be placed before the grain dealers and elevator men of the  
country without advertising. Personal solicitation is so expensive  
as to preclude its extensive use. Circulars are so cheap they fall in  
the waste basket unopened.

The only effective method within reasonable cost is to place an  
advertisement in the *Grain Dealers Journal*. Every copy goes to a  
live grain man and keeps its advertisements before him night and  
day. Try it.

# GRAIN CAR VENTILATORS

IT IS TO THE INTEREST OF EVERY SHIPPER TO URGE  
RAILROADS TO EQUIP CARS WITH VENTILATORS.

## MILLER VENTILATORS

Thoroughly Ventilate Cars, Exclude Rain, Sparks, Cinders, etc.

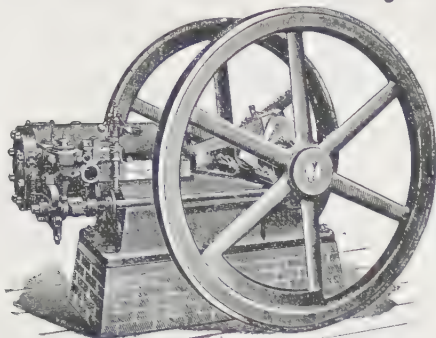
Prevent Deterioration of Grain due to Souring or Heating while in transit.

MILLER SUPPLY CO.,

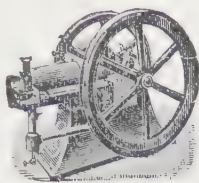
Lincoln Trust Building,  
ST. LOUIS, MO.



## The "New Era" Gas and Gasoline Engines.



If interested write for particulars to  
**THE NEW ERA IRON WORKS CO.,**  
 No. 86 Dale Ave. DAYTON, OHIO.



## Just the Thing for Grain Trade

No intricate parts to get out of order and all vital parts are enclosed in a housing and run in an oil bath.

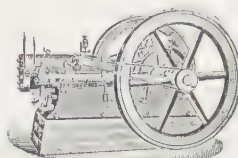
Get Our New Catalogue and Prices.

**Weber Gas & Gasoline Engine Co.,** 1531 C Monadnock Block, CHICAGO, ILL.  
 Main Office and Factory, KANSAS CITY, MO.  
 P. O. Box 1114-B.

## FOOS GAS and GASOLINE ENGINES.

Adapted for Elevators, Mills, Factories, Pumping, Farms and ALL Power Purposes. Largest exclusive Gas Engine Factory in America. Engines in stock for quick delivery in all principal cities. Full particulars on application. Write for catalogue 11. 1½ to 250 h. p.

**FOOS GAS ENGINE CO.,** Lock Box 155, SPRINGFIELD, O.



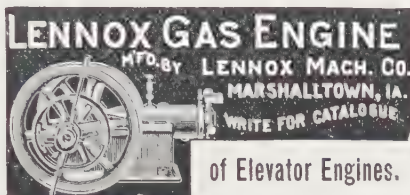
## DOCKAGE TABLES...

Show the amount of dockage at 1½ lbs., 2 lbs., 2½ lbs., 3 lbs., 3½ lbs., 4 lbs. and 5 lbs. per bushel for any sized wagon load of wheat containing from 2 to 600 bushels. This table is constructed to conform to the usual custom of dropping all odd pounds in the weighing of wheat. It is printed on strong cardboard from heavy faced type.

Price, 10 cents each.

FOR SALE BY

**GRAIN DEALERS COMPANY,**  
 10 Pacific Ave., CHICAGO.



of Elevator Engines.

## OATS CLIPPED, CLEANED AND MIXED AT THE

**Nickel Plate Elevator,**

Operated by **HARRY G. CHASE,** 10 Pacific Ave. ....CHICAGO....

## THE GAS AND GASOLINE ENGINE AND ITS AGE....

BY **NORMAN & HUBBARD.**

Is a practical hand book of questions and answers; a reference book for users and those contemplating the purchase of a gas or gasoline engine. It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines. Besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. **Price \$1.**

For Sale by

**GRAIN DEALERS COMPANY,**  
 10 Pacific Avenue, CHICAGO.

**THE VILTER MFG. CO.,** 836 CLINTON ST., MILWAUKEE, WIS.

IMPROVED

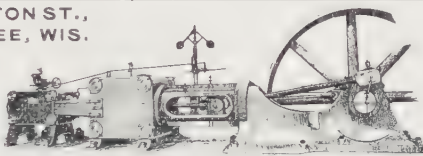
**Corliss Engines**

BOILERS, HEATERS and PUMPS.

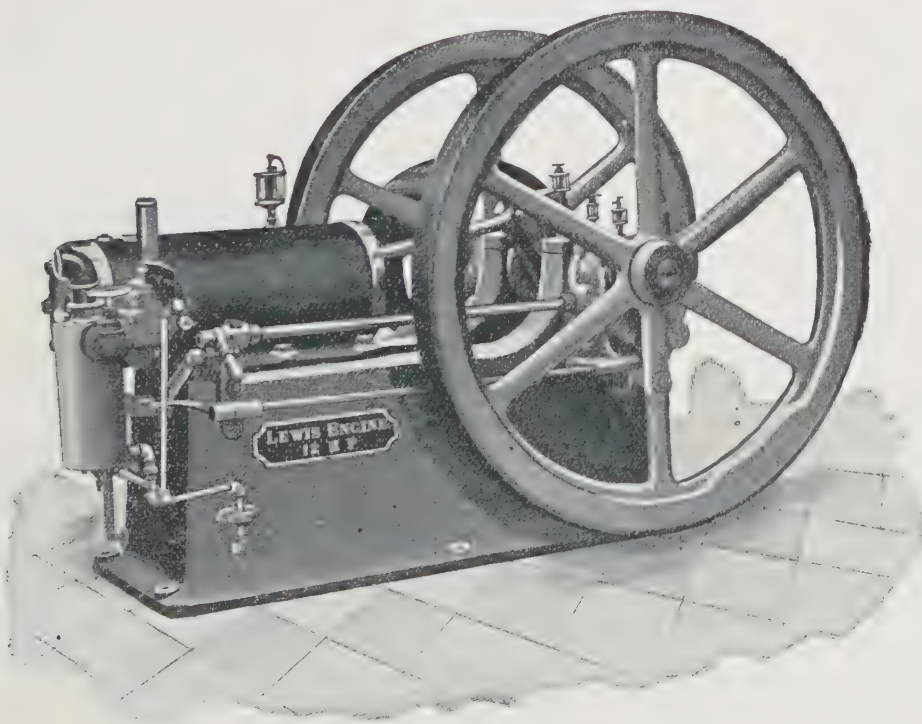
"EASY" CAR PUSHER, \$5.00

Perfect device.

Order one on trial.



**WATCH CHAIN, FREE.** All grain men interested in good Warehouse Mill or Cleaner will receive nice watch chain by sending 4 cents stamps to Johnson & Field Mfg Co., Racine, Wis.



## ORIGINAL LEWIS Gasoline Engines.

GOLD MEDAL,  
 WORLD'S FAIR, 1893.

TWO GOLD MEDALS,  
 OMAHA EXPOSITION, 1899.

MOST POPULAR AND  
 RELIABLE FOR

**Grain Elevators,  
 Water Works,  
 Electric Plants.**

VOLUME GOVERNOR.  
 DOUBLE EXHAUST.

AIR ADJUSTMENT TO  
 REGULATE MIXTURE.

**J. Thompson & Sons  
 Mfg. Co. BELOIT, WIS.**



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ELEVATORS FOR SALE.

GRAIN, coal and lumber business for sale. Address Box 27, Burchinal, Ia.

FARM, elevator, storeroom and stock goods for sale. J. C. Spahr, Clare, O.

ELEVATOR and live stock business for sale in western Iowa. Box 5, Halbur, Ia.

GRAIN elevator cheap if sold soon. Particulars: P. H. Thomas, Donnelsville, O.

NEARLY NEW gasoline power elevator in good shape, good location. Bargain for anyone wanting an elevator. Address Box 81, Yetter, Iowa.

BRICK, 5-story elevator and mill. Case roller system. Mrs. M. L. Pool, 528 E. Wheeling St., Lancaster, O.

KANSAS elevator, 17,000 bushels, new, steam power, one competitor. Will sell at a bargain. Sunflower, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR doing large business in corn, oats & seed, and 75-bbl. mill at sacrifice account of health. Investigate. L. S. Starr, Cardington, Ohio.

GRAIN warehouse, coal and lumber yard, 9 acres, dwelling, stables, clipper, feed mill. At Kempton on P. & R. Ry., Mahlon C. Dietrich, Kempton, Pa.

ELEVATOR and coal shed for sale, with 8-room house, barns and warehouses near. Good location: plenty of grain. Peter Lorenz, Hillsboro, Kan.

WISCONSIN elevator, with first-class equipment, for sale cheap; on N. W. R. R., 40 mi. from Milwaukee. Address Geo. H. Crowns, Port Washington, Wis.

ELEVATOR on Union Pacific at rock bottom price. Good reasons for selling. Well equipped. Half million bushel station. W. I. L., care Grain Dealers Journal, Chicago.

ELEVATOR and tow mill for sale at West Salem, O. both in good repair. Failing health reason for selling. For further information call on or address A. Wanamaker & Co., West Salem, O.

GRAIN business for sale at two points, handling 350 cars last year, without opposition. One dump, 2,000 bu. capacity; one elevator, 6,000 bu. capacity. S. E., box 7, care Grain Dealers' Journal, 10 Pacific-av., Chicago, Ill.

ELEVATOR and livestock business in eastern Neb. Good location, shipped 150 cars last year and will do as much this year. Good reason for selling. Dewey, box 10, care Grain Dealers Journal, 10 Pacific-av., Chicago.

## SCALES FOR SALE.

NEW 4-ton Fairbanks wagon scale for sale. E. E. Hollister Co., Quincy, Ill.

FEW 2nd hand hopper, wagon & R. R. track scales for sale, Fairbanks pattern. U. S. Scale Works, Terre Haute, Ind.

## ELEVATORS WANTED.

ELEVATOR wanted in Iowa or western Illinois. Box 616, Alva, Okla.

OHIO grain elevator wanted to lease with privilege of purchase. S. A. Pool, Quincy, O.

CENTRAL ILLINOIS elevator wanted to buy. B., box 11, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR wanted at good station in Nebraska. N. C., box 9, care Grain Dealers Journal, 10 Pacific av., Chicago.

ELEVATOR or line of elevators wanted to buy or rent in Ia., Neb., or Kan. G. D. C., box 10, care Grain Dealers Journal, 10 Pacific-av., Chicago.

WANTED, to lease with privilege of buying a grain elevator in good location, Iowa or Minnesota. Give full particulars by mail. Address G., Box 5, care Grain Dealers' Journal, 10 Pacific-av., Chicago, Ill.

ELEVATORS in Iowa or Minnesota wanted in trade for clear land; 320 acres in Kingsbury Co., S. Dak.; 160 in Brown Co., S. Dak.; 160 in Hyde Co., S. Dak.; 320 in Dickey Co., N. Dak.; 320 in Hancock Co., Ia. Northwestern Iowa Grain Co., Mason City, Iowa.

## ENGINES FOR SALE.

GAS and Gasoline Engines, 2 to 25-h. p. For particulars address The Carl Anderson Co., Jefferson and Fulton-sts., Chicago.

GASOLINE engines 2 to 8 h. p. No better built and price right. Catalog. Complete electric and pumping plants. J. D. Wallace, Champaign, Ill.

TWO 16-ft. x 60-in. steel tubular boilers with full fronts. good condition: f. o. b. Chicago. M., box 10, care Grain Dealers Journal, Chicago.

WE BUY AND SELL all good second-hand machinery. We pay cash. Write us. American Iron Works, 219-221-223 East 1st-st., Des Moines, Ia.

Three engines with boilers and all fixtures, for sale. Atlas, 11x16, side crank: Erie, 11x15, center crank: Powell, 12x24, side crank. Address Geo. W. Alcock, Chanute, Kan.

## GRAIN FOR SALE AND WANTED.

IF YOU do not find what you want advertise for it here.

BUCKWHEAT wanted; also rye and soft wheat. H. H. Emminga, Golden, Ill.

CHOICE lots of seed or grain can be sold at premium by advertising here. Try it.

SEEDS OR GRAIN of special grade or variety can be obtained by advertising your want here.

SOFT SPRING WHEAT for sale. Write for samples. Denver Elevator Co., Denver, Colo.

## MACHINES FOR SALE.

OAT clipper and bran duster for sale, almost new. Jacob Beck & Sons, Detroit, Mich.

SHUCK-SHELLER, 4-hole Marseilles, for sale cheap; nearly new. A. Moseley, Quanah, Tex.

SHELLER and cleaner combined for sale: 1 Marquis Ear Corn Feeder. Bennett Thompson & Co., Melvin, O.

2 WELLS' Warehouse Fanning Mills; new; cheap; light running; large capacity; none better. C. H. Adams, Marseilles, Ill.

EUREKA oat clipper, 800 to 1,000 bu. Condition perfect; displaced by larger machine same make. Address X. X., Grain Dealers Journal.

OAT CLIPPERS, secondhand, for sale at a bargain: two No. 5 "Eureka." Address R. B., box 7, care Grain Dealers Journal, 10 Pacific av., Chicago.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

No. 8 Invincible Receiving Separator, No. 3 Eureka Oat Clipper and 600-bu. Howe Hopper Scale, for sale cheap. W. D. Judd, 506 Cham. Commerce, St. Louis, Mo.

SCREW conveyor, elevator boots and belting, and Cyclone Dust Collector for sale. Write for catalog No. 326. The Chicago House Wrecking Co., W. 35th and Iron-sts., Chicago, Ill.

No. 4 1/2 Scientific Feed Mill: two 20-in. Kaestner Vertical Mills: 1 corn-meal bolt 24-in. diam. x 5 ft.; also belting, shafting and pulleys. Address The E. E. Hollister Co., Quincy, Ill.

SEPARATORS, SCOURERS, OAT clippers, corn scourers, shafting and hangers, and mill and elevator supplies, for sale. Also dealers in secondhand mill and elevator machinery. Send us your specifications and we will do the rest. Address A. S. Garman & Sons, Akron, Ohio.

CHEAP to close: 3 No. 3 double separators and elevators, with 2 blast fans and 2 sets of sieves and screens. Cleans and screens the grain twice in one operation. Can be fitted to clean any kind of grain and seeds. Capacity, 500 bu. Hundreds in use giving perfect satisfaction. Johnson & Field Mfg. Co., Racine, Wis.

ROLLER FEED MILLS, GASOLINE AND STEAM ENGINES, new and second hand, of best makes at prices that are right. All styles and sizes. Boilers, shafting, pulleys, belting and flour mill and elevator machinery and furnishings at cut price. We corrugate rolls on best machines at large discount. Write us your wants. Jackson Manfg. Co., Minneapolis, Minn.

## WANTED.

WANTED: party to put up a roller flour mill, 50 bbls per day, in connection with our elevator. Capacity, 135,000 bu. On railway: plenty of wheat: good location. Address Ranchmen's Milling & Elevator Co., Hooper, Colo.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## HELP WANTED.

MAN wanted to take charge of elevator, must understand cleaning machines. L. B., care Grain Dealers Journal.

BOOKKEEPER wanted immediately, reliable, experienced, in grain office. Good salary to right party. Write at once in own handwriting, H. L. Strong Grain Co., Coffeyville, Kan.

HELP—If you want an elevator superintendent, a buyer, a foreman, a bookkeeper, a machine tender or an engineer make it known to those connected with the trade by advertising your want in this department.

FOREMAN wanted for cleaning and transfer elevator, experienced in handling all kinds of grain to best advantage; not afraid of work. Give references and salary wanted. Address A. L. W., box 11, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR man wanted at once, good, stout, not afraid of work, understand machinery, do ordinary repair work in dull time; manage other men working in his charge, and have general management of elevator. Salary, \$50 per month. H. L. Strong Grain Co., Coffeyville, Kan.

## ENGINES WANTED.

GASOLINE ENGINES wanted, or will exchange. All makes and sizes. McDonald, 36 W. Randolph, Chicago.

## SITUATION WANTED.

POSITION wanted as manager country elevator by young man, experienced. A. T. White, Lake City, Ia.

POSITION, by man well experienced in grain and lumber trades. J. A. Williams, 607 Martin-st., Danville, Ill.

POSITION wanted as manager of elevator, or buyer or office work: 17 years' experience. Good references. Address Box 17, Eustis, Neb.

SITUATION wanted as traveling auditor for line elevators: 12 yrs. experience buying grain, managing and operating elevators. Now engaged as bookkeeper. Best references. A. W. W., box 11, care Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—as assistant bookkeeper for grain dealers. I give the value of any quantity of grain at any possible price in an instant. I am always on duty and never make a mistake. I will save you time and money. Salary \$5 a lifetime. Address Decimal Grain Values care Grain Dealers Journal, Chicago, Ill.

## MILLS FOR SALE.

ROLLED OATS AND PEARL BARLEY MILLS for sale on account of death of owner. Fully equipped, ready to operate. Fine water power. Will be sold at low price to close estate. Fenton Bagley, administrator, Zanesville, O.

## FOR SALE MISCELLANEOUS.

POLK'S flour-mill and GRAIN DIRECTORY of the United States and Canada. Best list of grain dealers and flour mills ever compiled. Bound in cloth, 700 pages, \$5. Directory, box 11 care Grain Dealers Journal.

## MISCELLANEOUS.

I am representing Illinois grain shippers at New Orleans. Will make disposition of off-grade corn or oats to best advantage locally or other business. If you want my services wire me care of your consignee, or write me. Address 621 St. Charles St., New Orleans, La. J. J. Morris.

## MACHINES WANTED.

MILL wanted to grind all grains, with 3 pair rolls, sharp and well fitted. H. Boettger & Sons, Two Rivers, Wis.

EAR CORN elevator wanted, to handle 500 bu. per hour 30 ft. high; chain drive sprocket driven from countershaft 100 rev. E. D. Russell, Defiance, O.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second hand, can get their wants promptly supplied by advertising them in this department.

## THE PROPER Christmas Present

FOR A

## Grain Man IS A COPY OF Robinson's Cipher Code

REVISED EDITION.

Bound in Leather, with name in Gilt Letters.  
Price, \$2.25. Address

GRAIN DEALER COMPANY,  
10 Pacific Ave., CHICAGO.

H. L. Strong, Coffeyville, Kan.: Herewith find draft. Don't need advertisement longer. Engines sold.

La Rose Grain Co., La Rose, Ill.: We have sold our scale thru our advertisement in the Journal. Please discontinue it.

Shunk Plow Co., Bucyrus, O.: We had several inquiries to our ad of engine for sale, who said they had seen our ad in your paper.

John Walters Co., Parnell, Ill.: We received 24 responses to our advertisement in the Journal, and sold our elevator to one of them.

Allen P. Ely & Co., Omaha, Neb.: We received some very good results from our advertisement of machinery for sale in your paper.

C. H. Tryon & Son, Strawn, Ill.: You may stop our advertisement of scale. We have had eight inquiries from six states and think we can make a sale.

Ingle Mfg. Co., Hoopeston, Ill.: The Grain Dealers Journal has been of great help to us. Many have mentioned it when inquiring of us. We know by experience that an ad in the Journal pays, and pays well.

H. C. Clark, Colfax, Ind.: It is not necessary to continue the advertisement of the burr mill, as I sold it immediately after the first notice in the Journal; and have received several letters since inquiring about it.

William R. Perrin & Co., Chicago, Ill.: We have sold the engine that we advertised in the Grain Dealers' Journal. We were very much pleased with the large number of inquiries we received thru the advertisement.

E. Pankhurst, Boyd, Ia.: I have sold my elevator to O'Connor Bros., of Washburn, Ia. I received several replies to my advertisement in the Journal and made a sale to one of the replies.

## FREE to SUBSCRIBERS

If any subscriber to the Grain Dealers Journal desires a copy of the GRAIN DEALERS AND SHIPPERS GAZETTEER for 1899-1900, they can obtain one by sending 25 cents in stamps to prepay express charges. This book is said to contain the Freight Agents Official Lists of Grain Dealers and Millers on over 100 lines of Railroad. The names are arranged by railroads. The book contains over 200 pages and is well bound in cloth with flexible cover.

Address, GRAIN DEALERS JOURNAL, 10 Pacific Ave., Chicago, Ill.

## GRAIN DEALERS COMPANY, 10 PACIFIC AVE., CHICAGO, ILL.

Gentlemen:—Enclosed find One Dollar for which please send the GRAIN DEALERS JOURNAL for one year to

Name \_\_\_\_\_

Post Office \_\_\_\_\_

County \_\_\_\_\_

Date \_\_\_\_\_

State \_\_\_\_\_



# LUMBER

We sell to everyone at the same price, strictly wholesale rates. We will sell to anyone.

**JOHN SPRY LUMBER CO.,**

ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

## CHAMPION CORN SHELLERS

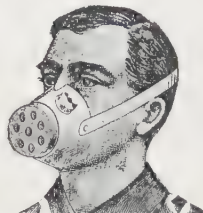
last longer, and the expense for repairs is less than any other shellers. Many grain dealers are now using Champion Shellers put in 25 years ago. Write for descriptive circular.

**R. H. McGRATH,**

Established 1851.

Lafayette, Ind.

## Keep Dust Out of Your Lungs



### USE THE Hurd Respirator

Made of Soft Rubber  
Durable, light and easy to wear. Air inhaled through a thin wet sponge, and exhaled through an automatic valve. Price, \$2. each; \$20. Per Dozen.

Morley Respirator Company, Saginaw, Mich.

## Hamilton Rubber Mfg. Co.

MANUFACTURERS OF HIGH GRADE

# RUBBER BELTING

Rubber and Cotton (Rubber Lined) Fire Hose, Packing, Valves, Gaskets, Mats and Matting.

WRITE FOR SAMPLES AND PRICES.

NEW YORK  
PHILADELPHIA  
PITTSBURG

56 FIFTH AVENUE, CHICAGO.

Telephone Main 2296.

## TO WHOM IT MAY CONCERN:

I hereby give notice that I own and control the rights covered by Certificate of Patent No. 592,691, for purifying, bleaching and drying grain. I wish to advise the public that I will prosecute any person or persons using this process unlawfully; and that I will also fully prosecute any person who is infringing in any way upon the process covered under patent number above designated.

I will reward any person who will notify me of any such process being used without my knowledge or consent.

Address all communications to

**E. F. CAZALET,**

Care of McCray, Morrison & Co.,  
KENTLAND, INDIANA.

## WE SELL

### MILLS AND ELEVATORS,

CORRUGATED IRON SIDINGS,  
ASBESTOS ROOFINGS,  
ASBESTINE COLD WATER PAINT.

We will be pleased to give information and prices.

## Gate City Roofing & Metal Co.

416 Delaware St., Kansas City, U. S. A.

## ELEVATOR SUPPLIES

GAS AND STEAM ENGINES

## H. L. THORNBURGH & Co.

245-7 S. JEFFERSON ST.

CHICAGO, ILL.

## Every Cent That You Put Into a Monitor Scourer Yields a Money Return.

It means money in your produce—you can always depend on perfect work, saving thereby broken grain and waste of good stock—money saved.

It means less money for repairs, because the Monitor Machines are the best that a conscientious attention to reputation can produce.

It means a long, faithful and thorough service.

You can't get a better machine, and it's odds against you that you won't get as good, anywhere.

We want an opportunity to talk to you—to show you where its good points are—what it has done—what it is doing. We want to send you some literature that will give you an opportunity to judge for yourself, and if you will write us we'll be glad to send our literature to you, or maybe send a man who knows his business, to tell you all about it.

**HUNTLEY MANUFACTURING COMPANY,**

Silver Creek, N. Y.



# GRAIN DEALERS JOURNAL

GRAIN DEALERS COMPANY.

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK, . . . . . Editor.  
J. CARVER STRONG, Advertising Representative.  
R. ADELBERT DEWEES, Attorney for the Company.

One Year, Payable in Advance,	\$1.00
Six Months, " " " "	.60
One Copy, " " " "	.05
Foreign, Per Year, in Advance,	1.50

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., DECEMBER 10, 1900.

The rise in the stock markets took up a number of bucket shops, that is, up the spout.

The telegraf companies are after business; they do not care if it does cum from a bucket-shop.

Corn bears are now willing to admit that the supply of old corn in the country can not be very large.

Corn may have been King last month, but Santa Claus will occupy the throne the closing days of this month.

A market without a grade of new corn is not always the most inviting market for corn shippers, corner or no corner.

The railroad companies which pay \$5 per car cartage to grain shippers having elevators off line discourage shippers who are disposed to build modern houses.

If flaxseed shippers can tell why the Linseed Oil Trust declines to have any of its flaxseed inspected at Chicago, they can get a penny for their explanation at this office.

Broom corn is not being used for shirt studs, but the price is high enough. If the trust were to maintain the previous high prices, the acreage sown to broom corn next season would be enormous.

The elevator operator who works all day in the dust and then labors all night in the vain attempt to obtain a little sleep, has himself to blame, as protection for his lungs and throat is easily obtainable.

A project to connect the inland lakes with the ocean by means of a twenty-one foot canal is now before Congress. Several other canal schemes are also being considered. If all of them go through, it

The Chicago Tribune has declared in favor of subsidizing farm wagons. With that kind of a bonus for encouragement, the honest granger wud keep enuf wagons to haul his entire crop to market in one day.

A Colorado representative has introduced a bill in Congress providing for the adoption of the metric system, Jan. 1, 1903. In fact, the house committee on weights and measures has already reported unanimously in favor of the bill.

The open weather of late has given terminal elevator men additional reasons for regretting that they did not put in a drier before the last crop was harvested. It may be that new corn will have to be dried to be shipped any time this winter.

Country shippers recognizing the necessity of local organizations have recently added two more to the long list of associations already doing effective work. The Northwestern Ohio was the latest section to be favored with second sight.

The very remarkable decision of a Minneapolis judge which is published in this number, merits the perusal of every grain receiver, but not his fear, as it is very likely to be reversed. It is contrary to many decisions in cases of like character.

If the bill reported by the Ways and Means Committee for a reduction of the War Taxes becomes a law, country grain buyers will be relieved of the tax on grain tickets, checks, bills of lading, drafts, express receipts and telegraph messages. But, if the brewers have their way a greater reduction in the tax on beer will be made before it passes. It is the people against the brewers.

Country elevator men, who employ local carpenters or barn builders to erect an elevator for them, are oftentimes astounded to learn afterwards that they could have obtained a modern, well-arranged house at one-half the cost by consulting a first-class builder. Small plants can now be built of steel at much less cost than some elevator men have paid this season for carpenter's products.

Our bright little contemporary, Cereals, says that ground corn cobs have been used successfully by the pearl button factory at Keithsburg, Ill., as a drier and cleaner in making pearl buttons. If the champions of wheat bran learn of this product being used, they will have another reason for going to Congress for a bill to tax ground corn cobs out of existence. The man who sells ground corn cobs as wheat bran commits a fraud which, if proved against him would lay

him liable for damages to the buyer. That should be sufficient to prevent the much complained of substitution. Taxing the product out of existence is not justified by the facts in the case.

Henceforth, he who has the cash can trade on the Chicago Board of Trade in futures 90 days off and after Oct. 1 in May. It is fair to presume that even this will not entirely satisfy some speculators and at times they will wish they were trading in futures 90 centuries off.

A shipper who was much puzzled to understand how his competitor could pay such high prices for wheat, was greatly relieved to find that he shipped out much wheat but no rye, although he had bought considerable of the latter grain. An expert mixer can do a profitable business even in a country elevator.

The Grain Dealers National Association at its recent convention resolved in favor of a grade of new corn at Chicago. As yet the resolution has met with no opposition and new Board of Railroad and Warehouse Commissioners, will no doubt grant the request. Other grains have a grade of "new" and no good reason can be found for this seeming discrimination against corn.

A fight in eastern Indiana has raised the price of corn to a figure which precludes the possibility of either participant doing a profitable business, and also causes other dealers at surrounding towns to pay more than is justified or lose the grain which they claim naturally belongs to their market. There may be some satisfaction in carrying on fights of this character, but a large volume of regret also comes after.

The increasing use of steel, cement and tile in the construction of grain elevators is ample evidence of the fact that the stock fire insurance companies have raised their rates to a figure which cause the elevator men to wonder where their profits will come from. Their only option in the matter is to build a fire proof grain elevator or to take advantage of another source of relief which many of them seem to overlook, that is in the mutual fire insurance companies, which have not advanced their rates as have the stock companies.

The Illinois Millers Association at a recent convention formally endorsed senate bill 1439, known as the Custom Bill. The purpose of the bill is to strengthen the present Inter state Commerce Law so as to prevent discrimination between persons, places and commodities. The grain shippers, like the millers of the land, seem tired of rebates which are only about 1-10 that given to competitors. What is now wanted by the shipping public is equitable and uniform rates to all; discrimination for none. But it is a ques-



tion whether this will be attained. The intense competition between the roads themselves and the different freight dispatch lines all tend to increase the temptation to cut rates now and then in order to obtain a large shipment.

No action of the Indianapolis meeting of grain dealers received a heartier reception, at the hands of the trade and the daily press, than the resolution endorsing the suggestions of Mr. Grimes on the "Improvement of Government Crop Reports." The evidence of the demand for immediate improvement is overwhelming, and it behooves the Government to give serious consideration to the recommendations outlined, and improve its crop reports in every way possible.

It is gratifying to know that the Secretary of Agriculture has recommended an appropriation of \$10,000 to enable his department to investigate the causes of deterioration of export grain and to devise means of preventing losses from those causes. The appropriation and work contemplated is one that merits the support of every dealer. The investigation of deterioration of grain by scientific experts might result in the discovery of some practical means of preventing deterioration and of reducing shippers' losses to a minimum.

A pretty good story is told of a large malting firm which seems to think that machines are the only thing necessary to the profitable operation of its plant. Having equipped its barley cleaning department with a number of most excellent devices, they hired two legged machines to take charge and operate them with the very natural result, that they have been selling barley screenings from which others separated 40 per cent good barley and sold at the ruling market figure for No. 2 barley. This serves to emphasize the necessity of having a man in charge of the elevator work who knows the business.

Many cars of oats arriving in Chicago recently have contained so much corn as to subject shipments to discounts all the way from  $\frac{1}{4}$  to  $1\frac{1}{2}$  cents per bushel. Shippers protest most vigorously and invariably claim that they placed no corn in car. No doubt their loader took pains to clean car carefully, but the spouts and boots in many cases are so constructed as to retain samples, at all times, of grain passing through them. Another cause for these mixtures is flat bottom bins, which seldom receive a thorough cleaning, and then the poorly constructed bin, whose walls has many ledges, affording ample resting place for corn and other grain until displaced. An investigation of the possibilities of such mixtures and an honest effort to remove the causes would invariably prove a profitable undertaking for the shippers.

## LETTERS FROM THE TRADE

### SOME GOOD WEIGHTS AT ST. LOUIS.

Grain Dealers Journal: Herewith we give a statement of 14 cars of corn recently handled by us for the account of E. R. Ulrich & Sons of Springfield, Ill., which show an overweight of 24,070 pounds. This statement covers all shipments so far (Nov. 30) handled for this

Car No.	Ulrich Weights	E. St. Louis Weights	Gain or Loss
4233	41130	40980	-150
7330	43740	43810	*70
7703	44520	44670	*150
6487	40000	52440	*12440
8167	36230	35500	-730
12202	45600	45110	-490
11543	66600	67580	*980
8611	44250	44270	*20
8050	57100	55770	-1330
15974	67800	70970	*3170
4130	55200	54480	-720
7858	66850	68500	*1650
11381	69120	67800	-1320
8900	40000	50330	*10330
Totals	718140	742210	*28810
		718140	-4740
Net Gains		24070	*24070

firm this season. The outturn weights on these 14 cars show a net gain over the weight of E. R. Ulrich & Sons of 24,070 pounds. Daniel P. Byrne & Co., St. Louis, Mo.

### AVOIDS BALTIMORE.

Grain Dealers Journal: We notice a communication in your recent number from A. E. Lawrence, of Decatur, Mich., regarding discounting of 10 cents per bushel on a car load of rye at Baltimore, Md. Our experience with that market is such that we would not under any conditions try to sell anything there, and we will carefully avoid doing so in the future.

We sold one firm there 5,000 bushels duly inspected No. 1 rye and furnished them with certificate of weight and inspection. One of the cars which was shipped to a country point was accepted while the four cars were refused on arrival at Baltimore, the buyer stating that it felt "tough" although the party to whom we sold the grain wrote us that it was a strictly choice lot, but notwithstanding this fact he refused it, and the grain went into store and eventually lost us \$200.00.

We sold to another man just prior to that a car of choice N. Y. state rye without any stipulations whatever although we know that the rye was strictly choice, and it also was refused making us a loss of over \$100.00.

We also know quite a number of other dealers like ourselves who have had the same experience, and who will not under any considerations attempt to do any more business with Baltimore dealers. Respectfully yours, Watkins & Anderson, Buffalo, N. Y.

### GRADING OF CORN AND OATS.

Grain Dealers Journal: With regard to the resolutions passed at the annual meeting of the Grain Dealers National Association, pertaining to the grading of corn in this market, I would say the establishing of a grade of corn to be known

as "new" has been discussed a number of times with the grain men in this city, and owing to the different views of the members of the Board, the Railroad and Warehouse Commissioners have taken no action.

I am of the opinion that there should be a grade of new corn from October until the first day of April, but as the season is too far advanced for any action for the present crop, I would suggest that the subject be taken up with the board of Railroad and Warehouse Commissioners appointed by the incoming state administration.

I think the National Association is mistaken in the charge that the grading of oats in this market is too rigid. The fault with the present crop of oats is not as to quality so much as to condition, much of it having been seriously damaged by wet weather directly following the last harvest. This subject was fully discussed by members of the Board of Trade and this department six months ago, since which time our inspection has really been more liberal than previously.

Any assistance I can render the National Association in this matter will be cheerfully given. E. J. Noble, Chief Grain Inspector, Chicago.

### ST. LOUIS WEIGHTS OVERRUN.

Grain Dealers Journal: Referring to list of shortages reported by E. R. Ulrich & Sons, Springfield, Ill., and published in Nov. 25th number, we will say that we consider this an unjustifiable reflection on the weights in our market in lieu of the list of cars given below, showing overages and shortages on 29 cars of corn coming from Ulrich & Sons, and weighed up in East St. Louis last month. This corn did not come to us direct, but was shipped to us to fill contract of another party. You will note the weights

Car Nos.	Shippers Weights	Unloading Weights	Under or Over
35944	985	978	-7
10225	1165	1157	-8
20545	791	779	-12
13184	1187	1284	+97
61637	1258	1248	-10
4213 (track)	1090	1089	-1
4304	1090	1020	-70
3605 (track)	1087	1090	+3
544	776	765	-11
2896	979	973	-6
7067	793	790	-3
8256	808	810	+2
11147	1070	1078	+8
3198	1078	1067	-11
3271	1073	1063	-10
4194	892	1083	+191
11288	805	806	+1
7624	790	768	-22
16862	1154	1148	-6
12941	1260	1249	-11
20290	1183	1163	-20
20014	1185	1180	-5
12326	1162	1170	+8
6265	819	825	+6
4887	791	779	-12
12731	784	763	-23
20233	805	799	-6
20665	714	826	+112
21355	714	881	+167
Totals	28288	28638	-249
			+599

are very irregular, and that the overages on the 29 cars are 350 bushels in shipper's weights noted in the list above on November business of this year, we think it very likely the same irregularities pre-



vailed during the months covering list of shortages published in Nov. 25th number, and we think it a very unjustifiable attack on this market to publish a list of shortages, and say nothing about overages. Passing judgment upon Ulrich & Sons weights, and using the list we furnish below as a basis, we should say their weights are not reliable, and that their scales are either incorrect, or else the weighing is done carelessly.—Brunson-Judd Grain Co., St. Louis, Mo.

#### RECEIVERS DO NOT CONTROL INSPECTION.

Grain Dealers Journal: In the Grain Dealers Journal of November 25, we note Mr. Lawrence's complaint as to "Unjust Inspection And Weighing." His statements show a very limited knowledge of the customs in vogue at grain centers; and, as there seem to be other shippers who have neg-

ice (except the one lot of rye to Baltimore) all come under his criticism and we want to defend Cincinnati from any such imputation and assure him that such a procedure as the one to which he refers, would be utterly impossible at Cincinnati, and, we think, in any other regular market. If he will consign a car as a sample to any of the many respectable commission merchants he may find out that it will pay him better than by selling f. o. b. at fancy prices to be offset by discounts. Maguire & Co., Cincinnati, O.

#### GRAIN TICKET USED WITHOUT STAMPS.

Grain Dealers Journal: I send herewith copies of grain tickets which we use without internal revenue stamps, as I stated in my address before the Grain Dealers National Association at Indianapolis last month. Its use has saved us

tho as to his reputation I would say nothing.

We should be very careful in criticizing unless we fully understand all the circumstances in the case. It is always in order to exhort those contemplating the erection of an elevator to ascertain first who are competent and experienced architects, this of course, is a very difficult job, and perhaps the only sure way is to first gain a personal acquaintance with the man himself and then consider his general reputation as a designer.

Having selected the architect and procured plans and specifications, have the architect assist in awarding the contract. Let him prepare the contract and bond, if one is required, in duplicate form, and see that they are properly executed; then, if possible, secure the services of the architect to superintend personally the erection of the plant.

This plan will almost invariably in-

No. Brookston, Ind.

190 \$

JOHN B. ROSS & CO., Grain Ticket.

Received of

Grain for

DOLLARS

This grain ticket will be cashed at the Farmers Bank of Brookston, Ind., and must be presented by the parties to whom it is drawn. If presented by any other person, a two-cent stamp must be attached.

Grain Ticket Used Without Stamps.

lected to post themselves on these important points, we concluded to write.

Mr. Lawrence seems to think the receiver inspects every car he receives and makes the grade according to the market price, viz: if market is higher the grain grades; if the market is lower he must cut the grade in order to protect himself from loss and insure a profit. Also if the grain is too good to cut the grade, then all the receiver has to do in order to make up the decline in the market price is to steal enough from the quantity.

In these days of free schools and newspapers of general circulation, it is astonishing that such ridiculous impressions should enter intelligent minds. Fortunately there are but few of this kind of shippers; but for the benefit of the few, let us tell them that at Cincinnati the receiver has nothing to do with the "modus operandi" of determining the quality or quantity. The receiver here has no control or even influence with either of the officials charged with the duties of grading and weighing.

In case of appeal from inspector, if the party appealing should be a member of the supervising committee, or be interested in the property, he at once retires from the committee and the remaining members select some one to temporarily fill the vacancy. Then the case is determined on its merits.

As our friend Mr. Lawrence does not say what market has given him such serv-

many dollars during the last year and I trust it will help others. Sincerely, John Ross, Brookston, Ind.

#### BURSTING OF KRAMER'S ELEVATOR.

Grain Dealers Journal: With regard to an article in the last issue of the Journal on the "Bursting of a Kansas Elevator" I would say that the remarks in the three first paragraphs on the poor judgment displayed in employing a cheap and incompetent builder, which may be, and are perhaps true as a rule, do not apply to this individual case.

I believe that Kramer Bros. wanted a good elevator and were willing to pay the price: but, like many others, they knew not to whom to trust. Hence I think they are not wholly at fault and should not be held in the light of the first paragraph.

For the proposed elevator they procured plans and specifications, which if strictly executed in every detail, would have made them a first-class house. Failing to procure a competent superintendent, and permitting the plan to be changed somewhat by the contractor, they got a very inferior job, and so different from the plans that one would not recognize a least resemblance.

In this case the contractor was not a barn builder, as is frequently the case, but an elevator contractor of some note;

sure a first-class job, and, while it may cost a little more, the owner may rest assured that he will get value received for the outlay. Much more might be said along this line. William W. Lockwood, Winfield, Kan.

#### FAVORS ONE ASSESSMENT OF DUES FOR STATE AND NATIONAL ASSOCIATIONS.

Grain Dealers Journal: With regard to the resolutions passed at the meeting of the Grain Dealers National Association, I believe the National Association should become a Congress, as it were, and should perform all the national or terminal work. There should be a point where the state association stops and the National Association begins. I think that the National should be composed of representatives from the state and other associations.

As to finances, of course the National Association will have to collect dues as it has been collecting, for the present; but the right way should be to have a per capita tax, and have the state association pay directly to the National Association; and not have the National Association collecting from individuals.

I do not remember which state association meets first next year; however the matter should be brot up in good shape at the first state meeting, wherever it is. When the Illinois Association holds



its meeting in June we will arrange a time and have the matter thoroly discussed. I feel quite sure of some good results. We must arrange it so there will be but one assessment on the members, and that the National Association shall get its proportion out of that assessment. Let us make a strong pull and a hard pull, and have a National Association of which we may be proud. H. C. Mowry, Forsyth, Secretary Illinois Grain Dealers Association.

Commerce the following additions to the standard of weights for seeds were adopted: Millet (American), 50 pounds; millet (German), 50 pounds; blue grass, 14; Hungarian grass, 48; red top grass (chaff), 14; and red top grass (fancy), 32 pounds.

#### EUROPEAN CORN FIELDS.

Those who have been watching the efforts of Americans to educate Europeans

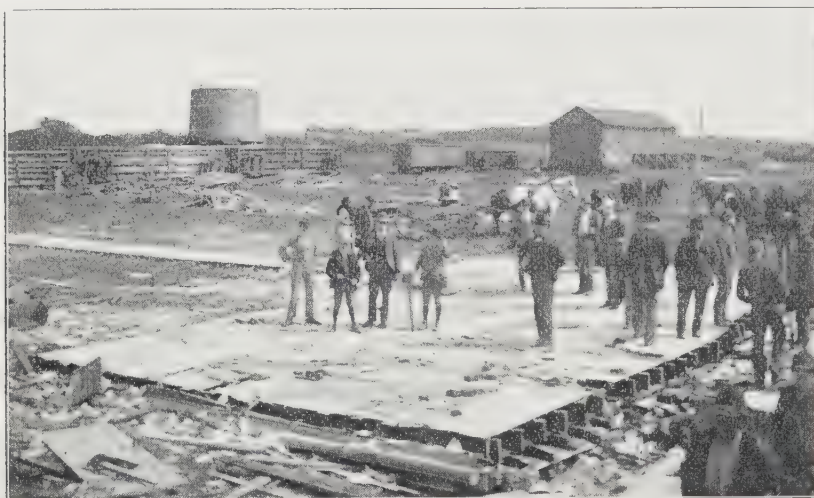
in Budapest one of the most popular dishes is a polenta of cornmeal liberally sauced with melted butter, topped with poached eggs and grated cheese. I can not speak with chemical accuracy of its food value, but can testify that it is exceedingly palatable and much called for. Furthermore, on every summer day at noontime the streets are full of gypsies and peasant women bearing on their heads wooden trenches filled with steaming ears of boiled corn, sold at two or three bani apiece (about one-half a cent of our money), and which, while not equal to our sugar corn, are not at all bad eating."

#### AN IMPROVED CORN CRIB.

"It's an ill wind that turns none to good."

Last fall when N. S. Beale of Tama, Ia., went to Ferguson after the cyclone of Sept. 6, he found the grain office and cribs of Beale & Co. demolished and the ruins promiscuously scattered. He did not sit down upon the ground and weep, but went to work to devise some plan whereby he could utilize the remnants, with the results that he constructed cribs much stronger, and of greater storage capacity than he had before the cyclone, without the purchasing of much new material.

The new cribs are 16 feet wide, on either side of a covered driveway and 40 feet long. The engravings herewith show a model of a 24 foot section and will enable the readers to gain a very clear idea of every detail of its construction. The cribs are designed to be built in 16 foot sections, but they can be built cheaper in 10 or 12 foot sections from fencing. Each 16 foot section has a storage capacity of 1,200 bushels.



Ruins Left by Cyclone at Ferguson, Ia., September 6, 1900.

## SEEDS.

Crenshaw Bros. have purchased the seed business of the Sharp-Knight Co., at Tampa, Fla.

Briggs Bros. Co., has been incorporated at Rochester, N. Y., to deal in seeds. Capital stock, \$25,000; incorporators, H. B. Hathaway, H. E. Stockbridge, W. S. Briggs, all of Rochester.

Clover seed receipts at Toledo, O., during November were 6,700 bags, shipments, 6,000 bags; in 1899, during November, 18,600 bags, shipments, 17,000 bags. The receipts for the month are the smallest since 1896.

Exports of clover seed for the 10 months ending Nov. 1, as reported by O. P. Austin, chief of the bureau of statistics, aggregated 19,360,000 pounds: compared with 18,645,000 and 20,936,000 pounds for the corresponding periods of 1899 and 1898.

Our cottonseed exports for the 10 months ending with Nov. 1, as compiled by O. P. Austin, chief of the bureau of statistics, were 35,109,000 pounds: against 30,723,000 and 22,867,000 pounds during the corresponding periods for the two years preceding.

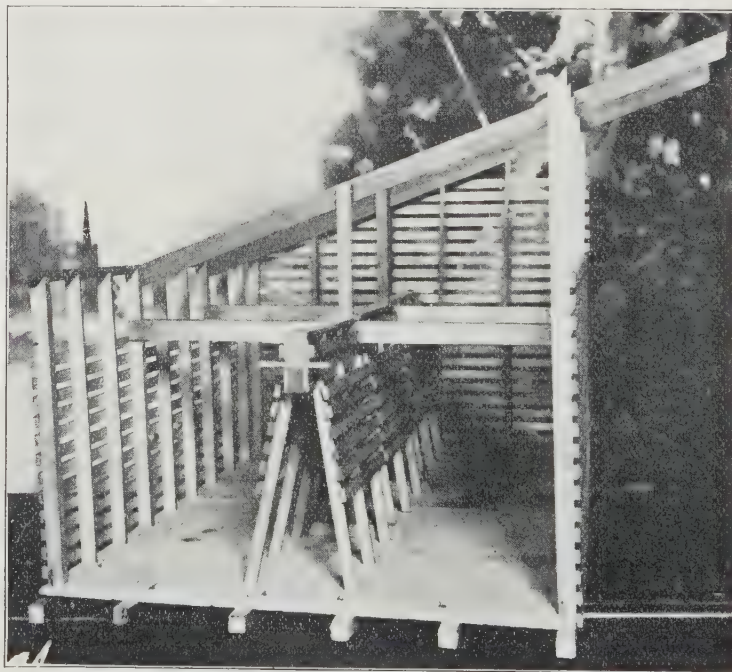
Timothy seed amounting to 9,852,000 pounds was exported during the 10 months ending with Nov. 1, as reported by O. P. Austin, chief of the bureau of statistics: compared with 12,146,000 and 9,672,000 pounds during the corresponding period of 1899 and 1898.

O. P. Austin, chief of the bureau of statistics, reports our exports of flaxseed to have been 1,419,000 bushels during the 10 months prior to Nov. 1: compared with 1,555,000 bushels and 1,677,000 bushels during the corresponding periods of 1899 and 1898.

At a recent regular meeting of the directors of the Baltimore Chamber of

in the use of corn for food may be surprised to learn that considerable maize is now grown in Southeastern Europe. Charles H. Lee, of Wisconsin, says:

"I have traveled on the Roumanian



Section Beale's Crib Showing Ventilators in Place.

railways through hundreds of miles of growing maize, single fields often exceeding in area anything I have ever seen in Illinois, and one who goes by the Danubian steamer from Vienna to Budapest in the summer or early autumn will pass countless Hungarian fields of the same staple. In the native restaurants

Six stringers, or sills, running lengthwise of crib, are supported by stones about 2½ feet apart. The two outside and the two inside stringers are 6x6 inches, the others 4x6 inches. These are covered with one inch flooring. All sills extend 8 inches beyond flooring so that studs can be spiked to them.



The studding is beveled at bottom end and sunk in top of sill, so as to prevent its being pushed out. All side studding is 2x6's, except every sixth stud, which is 3x6 inches or 2x6 inches doubled; the larger studs being used to provide space for nailing ends of boards and strengthening the cribs. The end studding except the two shorter ones are 2x8 inches. The studding on the outside of crib is 9 feet long, that on the inside or driveway side is 14 feet long. The studs are placed 2 feet 8 inches apart.

Openings for throwing in the corn are provided at top each side of crib. The outside opening is closed by nailing boards to studding when crib is full on that side. In order to strengthen the crib and provide larger openings for throwing in the corn from driveway, two studs are cut off 8 feet from floor and capped with a plate 2x6 inches by 8 feet long which is surmounted by one piece of studding 2x6 inches by 6 feet. In this way short material can be used to good advantage. As the crib is filled from driveway side, the opening is gradually closed by setting boards on top of corn inside the studding. All boards on ends and sides of crib are placed one inch apart.

The roof is formed of 10 inch No. 1 grooved roofing. The rafters are 2x8 inches, placed 8 feet apart; their top edge being flushed with top plates. The top plates on sides are 2x6; on end 2x8 inches. No cross pieces are shown in engravings, but two are provided. Each is 2x6 inches by 8 feet long and is toenailed into rafters with one end securely nailed to top of studding.

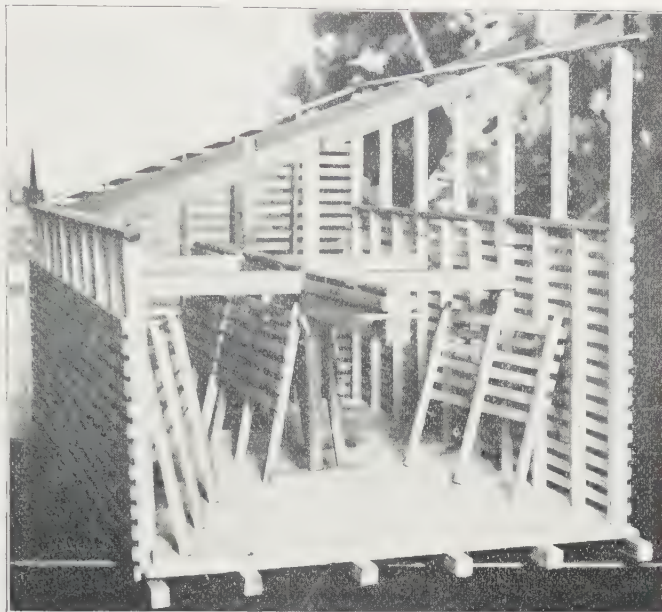
One peculiar feature of the crib is that it has movable ventilators in the middle, which serve not only to form the best ventilated crib constructed, but also to strengthen the crib so that it will stand for years and not be swayed by every passing zephyr. Each section of the ventilator is formed of two movable panels

which serve to hold each panel in its place against the beam running lengthwise of the crib. The panels serve to support the beam. The fact that these panels are movable will be found to be a great advantage when shelling out the corn for shipment.

Every 8 feet through middle of crib is

This crib can be built for about 30 per cent of the cost of the ordinary 8 foot crib, and so very strong that it will last two or three times as long. Then, too, it is far better ventilated as no corn is more than 3 feet 9 inches from the outside.

One opening each side of the crib is all



Beale's Crib Showing One Panel Removed.

a post 4x4 inches supported on a strip 4x6 inches by 3½ feet long. It is designed to have this strip extend over the two large stringers underneath and thereby be firmly supported. Extending lengthwise of crib are beams 2x6 inches on opposite sides of the posts, securely stayed to ends and spiked to the posts

that is necessary to admit sheller and dispose of all the grain.

The driveway between the opposite sections of crib is 8 feet wide and is floored with 2-inch planks on a level with the floor of cribs, hence can be used for storage and in the cribs illustrated herewith it is intended to do so. Eight foot ventilating panels are already provided and will be placed on opposite sides of driveway, thereby the corn stored in driveway will be thoroughly ventilated at all times. These ventilators are made by nailing 8-foot fencing boards to three 2x4's, and each panel is placed in a vertical position against sides of driveway. The 2x4's being placed lengthwise of driveway and the fencing being 2 inches apart air passes freely about the corn.

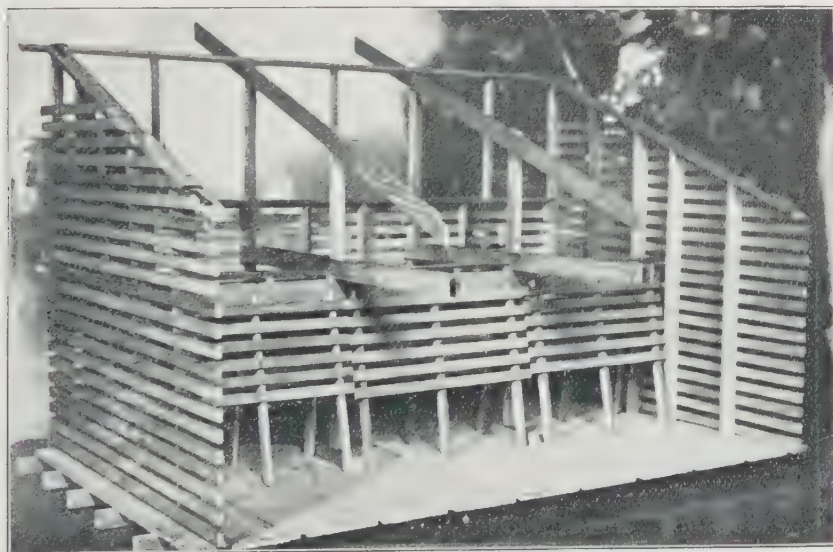
Profiting by his experience at Ferguson, Mr. Beale demolished an old crib at Potter which was 10x10x128 feet, with studding 10 to 12 feet long, and rebuilt it on the plan of house shown herewith from the old material, and about 20 per cent new material. Dirt had accumulated in and about the old crib, so that the joists, sills and 12 inches of studding had rotted away.

In building the new crib, about forty oak ties were purchased from the railroad company at 5 cents apiece and used for the inside sills, and new 6x6's for outside sills.

The new cribs have a capacity of 6,400 bushels outside of driveway, which exceeds the capacity of the old crib by 1,000 bushels.

A great tonnage of new steel steamers on the lakes will be available for winter grain storage.

Corn oil exports for the 9 months prior to Oct. 1 were 3,588,000 gallons; against 2,131,000 for the corresponding months of last year.



Beale's Crib Showing Ventilators.

placed opposite one another. The panels are 6 feet, 2 inches high by 8 feet long, and bottoms rest on floor over the 6 inch sides being 3 feet apart. The ventilators are not anchored to the floor. The strips on studding are 2 inches apart and are nailed only to top half of studding. In the top end of up-right pieces are notches

about 6 feet from the floor. On center posts underneath these beams and supporting them are cross pieces 2x6 by 8 inches long, which are doweled one inch into posts. Above the beams are cross pieces 2x8 inches nailed to opposite sides of the posts, extending across crib and anchored to the studding.



## POINTERS FOR SEED SHIPPERS.

(From a paper by Thos. M. Hunter, Chicago, read at Annual Meeting Grain Dealers National Association.)

Under the subject for which I am placed on your programme I find that a very exhaustive topic has been selected, but will speak briefly at this time, and it will afford me much pleasure if any comments should result in benefit to those interested in the trade generally.

In olden times agriculturists in all sections of the country imagined that all they had to do was to collect seed, mix it together and ship it, and the fact is that in those days not so much harm resulted from this practice, because we had not yet commenced to import seed, and our own crops were free from the noxious weeds that the older countries raised. Now it is different; in harvesting seed the first swath should be cut, stacked and threshed separately, because in nearly all cases the poorest quality is saved around the edges of the field, i. e., most weeds are usually to be found there.

Another point is that receivers and shippers of seed take in seed probably from 50 to 60 farmers in the neighborhood, and through lack of knowledge allow it all to be placed in one bin, probably taking a sample from one or two lots that come in and send that to the city dealer, on which to make a bid. They sell by that sample, and probably the lots from which samples were taken were the only lots that were like the sample. The other lots may be poorer or better, but in most cases much poorer. They also fill up a bin from different parts of their territory, and when they get ready to sell it, take a sample from the top of the bin and expect that the whole parcel is like that sample.

Shippers should educate themselves to become thoroughly acquainted with the different grades of seed and not mix them. Poor and good bulked together and shipped hardly ever brings a relative price, but when the poor and good are shipped separately the benefit derived from the better quality largely offsets in most cases the lower price for the poor grade. As an illustration, I have known Red Clover seed that had been all mixed together to deteriorate 2 or 3c a pound, had it been sent in, in the various country lots just as received, this serious loss would have been obviated.

Many of the people with consciences that are, to say the least, elastic, would put good seed in the bottom of a sack, fill it up with poor and put a little good on the top, expecting the dealer only to draw samples from the top of the bag; or, if the bags were transferred, expecting that the little good that was on the bottom of the original sack would again show on the top of the other. This has all been eliminated, buyers nowadays sample with seed triers, from three or four parts of each sack they are taking, thereby determining in exactly what each sack contains.

I have known of cases where a stove pipe was inserted in a sack, filled with sand, the sack filled with clover, the stove pipe drawn out suddenly, a little seed placed on the top, and that was expected to pass inspection. In other words, that those receiving it would never know that there was any sand in it, and, as that stove pipe would probably hold from 10 to 15 pounds of sand, it was a good sale when not detected. But the seed triers again come to the rescue of the dealer.

The only way is to be fair and the safest manner of shipping is to send good lots separately, except where the shipper has become educated in the business and can discriminate closely as to the quality of each lot that comes in. This applies both to clover and timothy seed. Of course, if a man can put up a uniform grade of seed, every bag thoroughly cleaned and mixed, ships in new bags properly sewn, his seed commands a relatively higher price than the same quality shipped in the rough; but that he must learn through education, through absolute knowledge derived from his own experience, which, as a rule, costs pretty high, but is the cheapest in the end.

Referring to flax seed, which, of course, does not interest people in this locality so much, I have known where the purchase of a fanning mill could have been paid for by cleaning one car of flax before it was shipped. In the Dakotas when their resources, so far as cleaning machinery was concerned, were very primitive, they shipped flax containing 10 to 15 and as high as 20 per cent impurities. These impurities are tested out; nothing is paid for it, and there was at one time a penalty on everything that tested over 7 per cent. The very fact that this mill could have been purchased for \$25 would have saved far more than the cost of it in freight on one car. Recently a car of very good flax, in fact, No. 1 Flax, was shipped from a country station where there had been a fire. They gathered up about 100 bags of damaged flax, placed it in sacks, and, without giving the matter a thought, loaded this burnt flax on top of the contract grade. When it arrived in Chicago the smell of smoke from that which was shipped in

the bags had permeated the whole car, making it No Grade, and it sold for something like 20c per bushel reduction from No. 1 price. Here is a case where the party should have shipped the car in bulk alone and paid the local freight on the burnt seed. The burnt seed would have brought just as much per bushel as the whole car netted, because it all graded smoky, i. e., no grade.

I might go on outlining facts in this way, so that you would be tired of listening to the remarks, but will just close with giving you an idea of how mistakes and claims for differences will arise. My experience extends over 36 years continuously in the seed business. A man goes into his field and pulls a few heads of millet, Hungarian, timothy or clover, rubs it out by hand, brings it in and sells his crop, estimating that he will have approximating a certain quantity. When this seed is harvested in the usual way, it never, in any case, is like the sample, because that rubbed out by hand never shows a weed seed of any kind, and the honest farmer cannot understand why the heads pulled and rubbed out by hand do not show a fair sample of the seed when harvested in the ordinary manner.

## THE SUPPLY TRADE

The Vilter Mfg. Co. Milwaukee, Wis., reports a good trade among elevators. This company is furnishing the power plant for the new E. & O. elevator in Chicago.

H. Kurtz & Son, Sac City, Ia., have recently put two new devices on the market for the elevator trade. One is a car mover and the other is a conveyor car loader.

O. P. Beale, grain dealer, of Bagley, Ia., has recently applied for letters patent on a hinged loading spout, which is said to load the furthestmost corners of cars without the use of power or shovels.

The Dodge Mfg. Co., Mishawaka, Ind., has recently issued a little booklet on the Dodge American system of manila rope transmission. It contains a number of engravings showing this system in actual use.

The Huntley Mfg. Co., Silver Creek, N. Y., has issued a little circular which reads: If you say you are interested, we will send you a little book of ours which tells about first-class grain cleaning machinery. It is free.

J. N. Heater, southwestern representative of the S. Howes Co., Silver Creek, N. Y., was married recently to Mrs. Anna L. Broadus. Mr. Heater is well known to the elevator men west of the Mississippi river and makes his headquarters at Kansas City.

The Edward P. Allis Co., of Milwaukee, Wis., which now has one of the largest plants of its kind in the world, is considering plans for the building of a duplicate plant which will cost more than \$1,000,000, and increase the number of men employed to 9,000.

The Prinz & Rau Mfg. Co., Milwaukee, Wis., are building a four-story brick structure next to its shops, to be used as a warehouse. The building now used for a warehouse will be converted into a machine shop. The firm's increased business requires this additional room.

Mr. and Mrs. Charles R. Knickerbocker, of Jackson, Mich., celebrated the fiftieth anniversary of their marriage on December 3. Mr. Knickerbocker is one of Michigan's pioneers and has lived in Jackson for 54 years. In early years he was in the milling business, in 1878 he became vice-president and general manager of the George E. Smith Middlings Purifier Co., and in 1883 together with R. H. Emerson and W. D. Thompson organ-

ized The Knickerbocker Co., of which he has been and is still vice-president and general manager.

A Yard of Satisfaction, is the name given to a long, narrow circular sent out by the Carl Anderson Co., Chicago, which contains nothing but testimonial letters of some of the many satisfied users of the Gus gas and gasoline engines.

## NEW STEEL ELEVATOR AT BUFFALO.

The steel elevator and milling plant recently constructed for the Husted Milling & Elevator Co., at Buffalo, N. Y., by the Macdonald Engineering Co., of Chicago, has unique features, some of which are well depicted by the engraving given herein, which shows the elevator in the course of construction. The plant has been in operation nearly two months, and has more than met the expectations of builders and owners. About a year ago the old plant of the Husted Co., which had been erected by the same contractors, four years before, was destroyed by fire. Heeding the warning and like the burned child dreading another fire, the company has, in the erection of the new plant, sought to minimize the possibilities of such a calamity.

The foundation, which was built of concrete, conforms to the position of the old piers, but is carried about six feet above the ground to afford a roomy, well-lighted first story. The piers are joined at top by means of groined arches which form a level platform on the top for supporting the bin story. The bin walls are constructed of laminated planking, as is usual in crib structures. These walls contain the only wood to be found in the building. Everything below and above the crib work is of non-combustible material. All spouts from the bins are made of steel.

The floor over the bins which is the only floor of the cupola is made of concrete. The cupola and all contents are of steel, elevator legs, garners and scale hoppers included. The four elevator legs, each of which has an elevating capacity of 10,000 bushels, are arranged in pairs, one pair in each track hopper.

The cupola contains four sets of scales with cylindrical hoppers, and cylindrical garners above. The capacity of each is 1,400 bushels. The scale beams are located on the bin floor, which gives the weighman direct control of the grain and enables him to spout it wherever desired from the scales. Steel ladders and runways are built through cupola to shafting and other parts of structure which it is desired to reach. The opportunities for dust to accumulate in the cupola have been reduced to a minimum.

The floor covering top of bins is of concrete, deck-shaped and fitted with cast iron spout and manholes, the frames of which are set one and one-half inches above floor line. The purpose of having projecting frames and deck-shaped floor is to prevent water reaching grain in the bins, should there ever be occasion for having it in the cupola. The cupola and its equipment are supported on foundation by means of posts extending through the bins. This arrangement permits the independent movement of cribbing without interfering with the running of machinery or working of scales.

Each bin is hoppers by means of cinder filling in bottom covered with a concrete facing to the proper angle necessary to cause grain to run out freely. The outside of bin walls are, of course,



covered with galvanized iron, so that the elevator is virtually a fire proof structure.

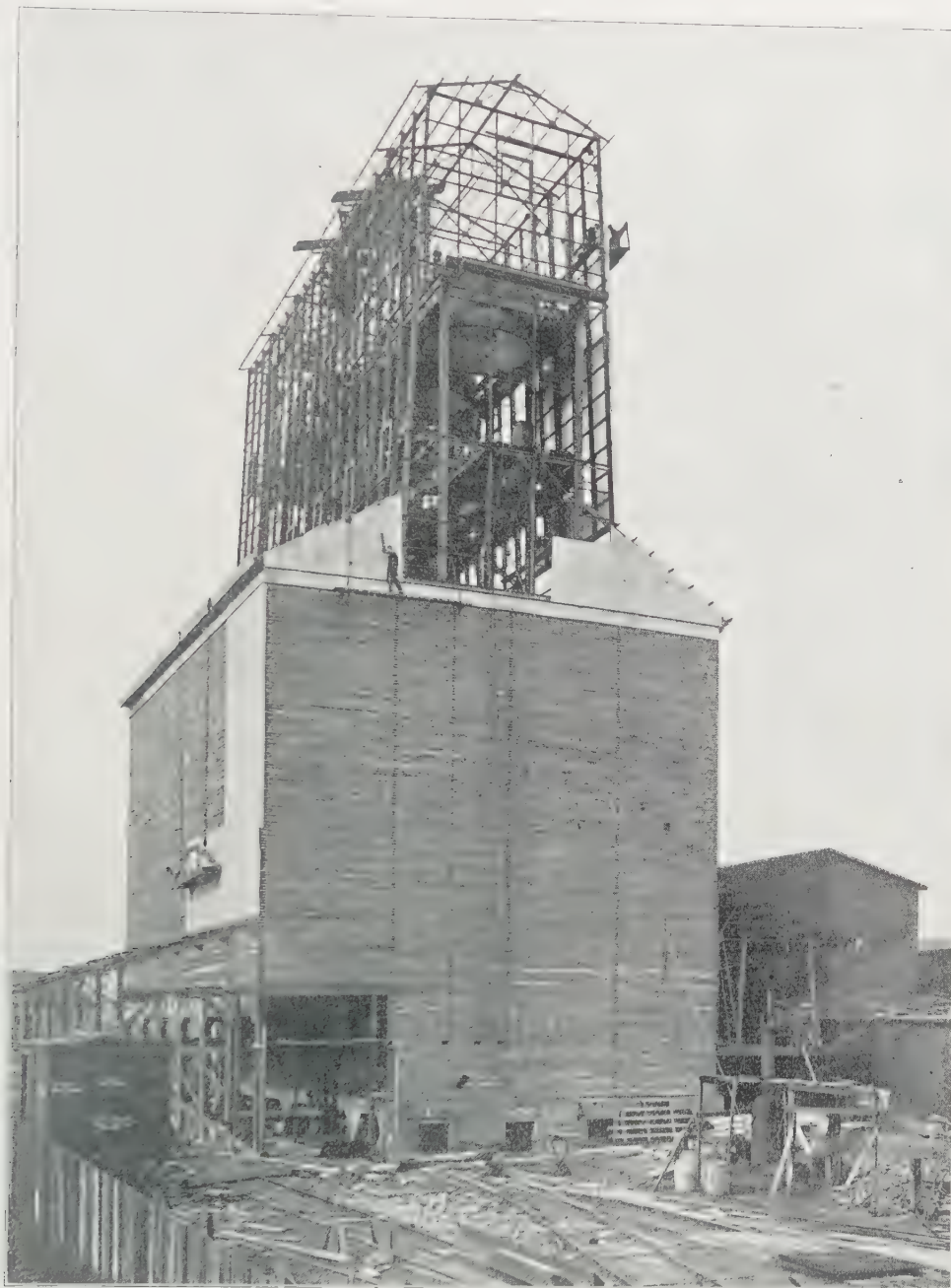
Grain can be spouted to machines in mill house through side wall of elevator by means of steel spouts. After being treated, the grain product is re-elevated and spouted back into elevator or across to warehouse, as may be desired. Rope transmission supplied by the Dodge Manufacturing Co. is used throughout.

which passes under the first track from the receiving hoppers under the second track.

Most of the spouts in the first story can be used for spouting direct to any of the elevator legs. However, two belt conveyors are provided, so that grain can be taken from the bins which are too far away to be spouted direct. Two steel loading spouts carry grain to cars on shipping track.

1,500 bushels capacity and two Paine-Ellis Grain Driers with heating apparatus, all of which require 450-horse power for its motion; besides the steel spouting, Foos Mills are driven by an unique arrangement of rope drives, by which one rope and one friction clutch operates both disks in each mill at the required speed of 1,200 revolutions per minute.

The walls of the mill, as well as the entire face of the elevator adjoining it,



DESIGNED AND ERECTED BY MACDONALD ENGINEERING CO.

Husted Milling and Elevator Co.'s New Elevator, Buffalo, N. Y.

One receiving track runs through house and one through the steel car shed adjoining. The roof of the shed is extended so as to protect cars on shipping track. The receiving and shipping facilities are such as to permit the unloading of four, and the loading of two cars simultaneously. The cars on receiving track in elevator proper discharge grain directly into elevator boots. Grain from second receiving track is taken to the other elevator legs by means of a belt conveyor

The Husted Milling & Elevator Co. conducts a large feed grinding, cleaning, clipping, drying and chopping business. The machinery is located in the fire proof mill building. Adjoining the mill building is a warehouse and sacking sheds built of wood with a nine foot driveway between.

The mill house contains fifteen steel elevator legs, four 36-inch Foos Mills, nine Allis Roller Mills, nine reels, two scourers, one Eureka Cleaner of 3,000 bushels capacity, one Eureka Clipper of

are covered with hollow tile. Ordinarily a plant in which the milling and drying business was conducted would be considered a hazardous risk by the insurance men, but with the structure outlined in the foregoing, the Husted Co., is able to attain a rate of 75 cents on the entire property including the wooden houses, which is equivalent to rate of 50 cents on the elevator proper. All of which goes to prove that the day of the wooden elevator is past.

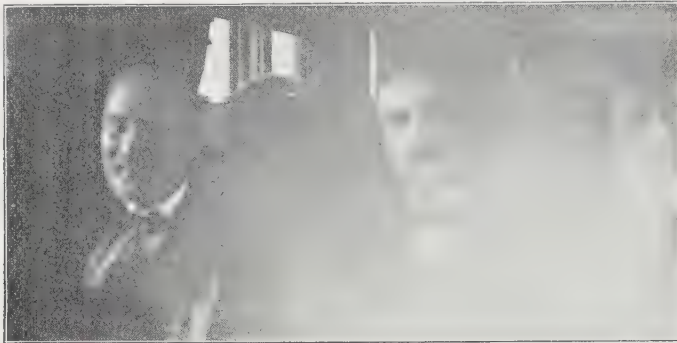


## CEREAL CLUB BANQUET.

The Cereal Club of Des Moines, Ia., gave a luncheon to its members and invited guests, in the large dining hall of the Iowa Hotel, Des Moines, Dec. 8. All those in any way interested in grain and collateral interests were invited. After all had partaken of the excellent meal Pres. M. T. Russell asked for attention to his end of the table. He laid down this rule, that all who were called upon should make a speech, sing a song, or tell a story. We take the following from his address:

## CAPTAIN RUSSELL'S PAPER.

Members of the Cereal Club and invited guests, Gentlemen:



F. J. Wright.

M. McFarlin.

C. G. Case.

Riding in a Parlor Car.

This is the annual meeting of the Club; at this meeting it is appropriate and in order to review the past history of the club; why it was brought into existence, what it has accomplished, and what is expected of it in the future. The infant is now two years old; healthy, robust and growing. In the beginning it was created as a social affair to get the grain men together that they might become better acquainted, and thereby be better friends. As meeting around the festal board creates good-fellowship and brings the participants nearer together.

Soon after the organization of the club, it was decided to bring, if possible, the meeting of the National Association to Des Moines. This was accomplished with very little trouble, as at that time the organization was in its infancy and not so vigorous as it has since grown to be. This club has on one occasion entertained the Grain Dealers National Association, and last year the Grain Dealers State Association. At each of these meetings went away sounding the praise such a good entertainer, that all who attended these meetings went away sounding the praise of the Cereal Club, and always anxious to be invited again to come to Des Moines to partake of the hospitality of the Club again. If we should invite any more such gatherings, we will be compelled to ask assistance from our friends, the Commercial Exchange and other organizations in the city created for such purposes.

Two very important gatherings of grain men are booked for the coming year. The Iowa Grain Dealers' Association, with headquarters in this city, will hold its annual meetings in April next. At this meeting there will be a large number of grain dealers present, and a majority of those who will attend this meeting are not only grain men, but combine with their business coal, lumber and live stock. You will readily see what it means to any city to entertain such a representative body of business men, not from one locality, but from every county and township in the state. Next fall the Grain Dealers' National Association will hold its annual meeting, with representatives from every state and grain center in the Mississippi Valley. The last meeting of this organization was held in Indianapolis last month. The Cereal Club had representatives there. The records of that convention show that Iowa influence permeated every committee, and as one of the delegates from a southern city remarked, at the close of the convention, "First find out what Iowa wants, and then grant her request, for it is evident that her delegates come here prepared to do business."

At that meeting we could have had Des Moines named as the place for holding the next annual gathering, but the delegation from Iowa was too modest to ask for it, after capturing the president of the association and the chairmanships of several important committees. So the matter was by common consent of the Iowa delegation referred to the Executive Committee to select the

place for holding the next annual meeting. The Des Moines delegates did not want to contract for this gathering without first knowing whether or not this city wanted it, and if so, will they take hold and help entertain the convention. This Club has a great reputation as entertainers, and she cannot afford to lower that reputation by inviting either of the coming meetings here and not royally entertain them. Having two such representative bodies of business men tarry for two days each in her midst, would be of great benefit to Des Moines and cannot be secured without some effort and expense. I believe the Cereal Club will try to secure these two conventions if the business men and citizens will take hold and help, which no doubt they will heartily do.

This is the annual meeting of the Cereal Club called for the purposes, first, sociability, and secondly, to transact some business. This is the time to elect a new set of officers, a president and secretary, and to hear a report from your committee appointed last spring to devise some

through Des Moines; but Des Moines is the clearing house for all of these transactions, making a grand total of 60,000,000 bushels of grain handled by dealers living and doing business here. To this should be added the amount manufactured by our mills, and dealers representing mills not located in Des Moines, but having agents here. The figures given have been carefully compiled by the members of the Cereal Club and taken from the books of the firms doing business in Des Moines, and is as near correct as can be collected. These figures represent all cereals; wheat, corn, oats, rye, barley and flaxseed, other seeds have not been taken into this account. Do you wonder that the grain men, and other commercial interests want quarters suitable in which to handle this immense amount of business.

Besides the grain, coal and flour dealers of our city, many other business interests would want quarters in the Exchange. The agents of the different railroads and fast freight lines would want quarters in such a building; the telegraph lines would establish their offices in this building. The Commercial Exchange would want just such a building for a permanent home.

With such a showing as is here made, there is not one good reason why all the great commercial interests in this city centered here should not have a permanent home within the next year, in time for the next meeting of the Grain Dealers' National Association. Certainly, by combining all the grain men in one building, by each agreeing to take the same floor space they now occupy and agreeing to pay the same rent they now pay for like service, there should be no difficulty in getting a building suitable for the purposes of the people who will occupy it, and will place Des Moines in the list of great commercial centers.

Col. C. D. McCarthy, according to the rule, I must do something, but I can't make a speech, sing a song or tell a story, but I can pass the hat.

Mr. B. A. Lockwood, Pres. Grain Dealers National Association, made some remarks in response to call. The delegation from Des Moines, when starting to the meeting at Indianapolis, had no thought of getting a president from Des Moines. We feel that the National is a necessity, our state association is well organized, but there are matters that arise that need the attention of a head body. The grain men who will attend the coming convention will be from all the grain surplus states and the East. They will come mainly as delegates to the meeting, but each one when they go home will have obtained a good knowledge of our state, and Iowa will be more thought of than before. I think the

means or a plan whereby this city can have a suitable building where all the commercial interests of the city will center.

It is doubtful whether one in ten of Des Moines' citizens, if asked the question as to the amount of grain and coal business transacted here, could come anywhere near giving the right figures. Take the coal business, for instance; how many here can come within one quarter million dollars of the amount of business transacted in Des Moines each year. Of the sum total of our manufactures, I venture to say that very few of you can estimate within a half million dollars of the total amount of business done in that line during the last year. For the information of all that care to know, the Cereal Club has collected the total in bushels of wheat, corn, oats, rye, barley and flax-



A Few of the Dealers at Indianapolis Meeting.

seed handled by the legitimate grain dealers engaged in the business in Des Moines. Nine firms or individuals known to the trade as line houses have their headquarters located in Des Moines and operate their houses from here. These firms combined, own and operate 143 country elevators and they do their banking here. In addition to these, there are 21 track buyers located here. These represent all the principal markets in the United States east and south. These firms daily put out track bids from here that reach every railroad station in Iowa. Not all the grain bought here comes

Cereal Club should make use of this opportunity. We should take pride in demonstrating what an up-to-date city this is.

I want to say, further, we are all interested in the railroads, but they are not all in sympathy with us. But give the National your aid and support, and the railroads will soon be with us.



Capt. Russell called upon the representative of "a small, but good grain firm of Chicago."

Mr. McDougal, of Armour & Co.: I have never told a story without losing the point, and I have never made a speech. I am heartily in favor of the plan of the Cereal Club in having a building where we would be much happier in our business relations.

Mr. H. H. Hedge, president Commercial Exchange, expressed himself in favor of the new building. "It will be a good thing for the Commercial Exchange, and more so for the grain and other merchants. I believe that if the Grain Dealers National Association comes to Des Moines to hold its convention it will be better advertising for Des Moines and the state of Iowa than any convention we have ever entertained. Although I will not be an officer of the Commercial Exchange I will do all I can to help you make this convention a success."

G. A. Wells, Secy. Iowa Grain Dealers Association: I represent the first offspring of the Cereal Club, in fact we owe our existence to it.

Capt. I. P. Rumsey, Chicago: I am greatly surprised to learn that you are doing such a large volume of business.

Milo Ward, Secy. Commercial Exchange: I say Yes! to all that has been said. I believe I voice the sentiment of our members when I say that our exchange is with you in regard to this new building and we would be happy to assist you in occupying it. I invite you all to be present at our meeting next Thursday.

H. H. Lantz: I have for two years been interested in this new building. The idea was slowly developed until a committee was appointed to look up quarters suitably for the business of both organizations. In fact, I have had my eye on this matter for over three years, and I want to go on record as having worked for it from beginning till the finish.

Thos. Hatton, a gentleman whom Capt. Russell said was buying grain when he first came to Iowa, told of his desire to see the new building started. The Commercial Exchange will give all the help possible but you must lead the way and we will follow.

M. McFarlin told the meeting of a location the committee had been considering at 5th and Grand Ave. Mr. Chas. Gilchrist will probably submit plans in the near future, as we wish to have the building completed before the coming convention of the Grain Dealers National Association.

E. D. Hamlin: I would recommend that a resolution be drafted to try to get the meeting of the Grain Dealers National Association for Des Moines, next fall.

Mr. McDougal, and Mr. L. Mott, as members of committee on locations for new building, reported on several locations but nothing was accepted.

Mr. C. F. Ames, Mgr. W. U. Telegraph Co.: I will say that while I have been in Des Moines, the telegraph business has improved wonderfully, in fact it is four times more than what it used to be. Altho I can't speak officially I will assure you of the best telegraph facilities possible, when you get located.

Election of officers for the coming year was in order but was postponed till the next regular meeting.

Adjourned.

Those present were E. L. Bowen, Thos. Brennan, H. P. Brown, J. M.

Brown, H. S. Butler, Col. C. F. McCarty, W. G. Case, C. H. Casebeer, W. F. Cramm, W. H. Griffin, L. W. Gifford, Wm. Gilchrist, E. D. Hamlin, R. W. Harper, Thos. Harris, Jr., Thos. Hatton, S. W. Hazard, H. H. Hedge, A. H. Judd, H. H. Lantz, W. C. Layton, B. A. Lockwood, W. G. McDougal, M. McFarlin, H. C. Moeller, C. L. Mott, L. Mott, W. F. Morgan, J. H. Nichols, Albert Pease, H. R. Phillips, Grain Dealers Journal, Chicago, M. H. Pickering, W. S. Regur, I. P. Rumsey, Capt. M. T. Russell, W. L. Shepard, C. A. Tower, Milo Ward, Geo. A. Wells, Geo. E. Wilson, Lee Lockwood.

#### EDWARD G. HEEMAN.

To be successful in these days of severe competition one must possess more than the ordinary amount of business tact. One must be a hustler and at the same time have the faculty of making many friends.

Edward G. Heeman, who has been identified with the grain business all his life, was born in Cincinnati in 1867. At



Edward G. Heeman, New York City.

the age of 14, he started in the grain business with the firm of Joseph Good. This was at a time when grain warehouses were not equipped with modern machinery and manual labor was required to run the old style fanning mills, shovel grain and carry and unload sacks. But this work made a good foundation upon which the future was built. And his progress was rapid from that of a helper in a Cincinnati warehouse to the manager of the large receiving business of Ware & Leland, a prominent Chicago Board of Trade firm.

In 1886 Mr. Heeman decided to remove to Chicago and entered the employ of Hill Bros. & Co. as their traveling representative in Illinois, Iowa, Kansas and Nebraska. In 1894 the firm took him off the road, presented him with a membership to the Chicago Board of Trade and made him their representative on the floor of the Board. This position he retained until May 1, 1898, when he went with the new firm of Ware & Leland and took charge of its receiving department.

Mr. Heeman had always been a firm believer in advertising and on entering

his new duties he became a liberal patronizer of the leading grain papers. The results were so satisfactory that he decided to follow out an original idea of his and published a series of booklets called "Grain Trade Talks," which at once attracted the attention of the entire trade. He took unusual interest in the grain dealers association and was ever working for the welfare of the country dealers.

His untiring efforts in trying to secure a repeal of the elevator warehouse law gained him the reputation of having done more than any other person in agitating and presenting this subject in its true light before not only the grain dealers but the masses.

It was indeed a great surprise to the trade as well as to Mr. Heeman's many friends when on November 15 he resigned his position with Ware & Leland to enter the employ of C. W. Lee & Co., cotton brokers, of New York City.

It was also with many regrets that he left the grain trade and Chicago to go to New York and enter practically a new field.

## ASKED AND ANSWERED

### DISCRIMINATION BY RAILROAD IN FAVOR OF ITS OWN ELEVATORS.

Grain Dealers Journal: In the Grain Dealers Journal of Aug. 10, page 82, reference is made to a refusal of the Illinois Central Railroad Co., at Chicago, to make deliveries to elevators off the line of its road. Will some one kindly advise us thru the Journal if this matter has been taken to the courts, and if any decision has been rendered, or the practice of the carrier changed? H. L. Halliday Milling Co., Cairo, Ill.

### THIS SHIPPER JUST RECEIVED TWO EMPTIES.

Cars are scarce, more so on some roads than others. We know of shippers who haven't loaded a car in 30 days; their elevators, cribs, sheds, etc., are full of corn, and it's these shippers that are glad



when they can get a few cars. The railroads do not treat shippers fair. They charge demurrage if a car is not loaded, or unloaded promptly. Why shouldn't they pay storage to shippers when cars are not furnished promptly? J. F. Zahm & Co., Toledo.



## BUYING EAR CORN BY THE HUNDRED WEIGHT.

The use of the hundredweight by the grain dealers of Ohio and Indiana in buying ear corn has attracted so much attention that six questions were submitted to the dealers of these states. Some of the replies from Indiana dealers are presented herewith. The replies from Ohio were published in the Journal of Nov. 10, page 306.

The questions and replies are as follows:

(1) Will you kindly inform us whether or not you have ever made a practice of buying ear corn by the hundredweight?

(2) If so, please state in full the advantages gained by its use.

(3) What disadvantages and troubles may a dealer expect to encounter in trying to buy ear corn by the hundredweight?

(4) If you buy ear corn by the bushel, please state the number of pounds you take at different seasons of the year.

(5) What do you consider the easiest and best method to secure the adoption of the hundredweight for buying ear corn in country markets?

(6) Please give us the names of the firms in your neighborhood who have bot, or are now buying, ear corn by the hundredweight.

Ambia, Ind., J. H. Dixon: (1) No. (3) Breaking away from custom. (4) 75 in early fall, 70 prior to May 1, 68 after. (6) None.

Arcadia, Ind., Arcadia Milling Co.: (1) We have not. (2) Think it is the proper way to buy early corn. (3) The farmer does not understand the cwt. system, and would have to be educated to it, when it would be right with him. (4) Start in at 75 pounds and gradually work down to 70. Then offer the price per bushel of 70 pounds the remainder of the year. (5) Buy by the hundred and in no other way, and in a short time the trouble is all over. (6) Noblesville Milling Co., Noblesville, Ind.; J. L. Evans & Co., Noblesville, Ind.

Bluffton, Ind., —: (1) Have bot ear corn by hundredweight for four or five years. (2) There is no kicking about what it takes to make a bushel. (3) None, after the first two or three months. (5) Just go to buying by hundredweight. (6) It is done all around us now. Studabaker, Sale & Co., H. C. Arnold, Bluffton and Montpelier, J. D. Hale, Decatur and other points. All dealers in our neighborhood are buying that way since we started it in 1896.

Lebanon, Ind., —: (1) No. (3) There would be little or none if all the dealers bot by the hundredweight, but at present the farmer wants to know what he gets per bushel. (4) While corn is not sufficiently dry 75 to 72 pounds for so many cents; after dry enuf 70 to 68. (5) General adoption of the plan by dealers. (6) Hollowell Bros., at Jamestown, Ind.

Albion, Ind., Straus, Ackerman & Co.: (1) No. (3) We think it ought to be bot that way. (4) 68 and 70. (5) United action by local buyers would soon bring about the hundredweight system. (6) Don't know any.

Arcadia, Ind., Arcadia Milling Co.: (1) No. (3) We think none. (4) Usually starts at 73 and 74, down to 68 by Jan. 1. (5) Bids from dealers and commission firms by the 100 pounds. (6) None.

Arcadia, Ind., J. G. Winders: (1) I have not. (2) It would be a disadvantage. (3) My farmer friends all want to know how many bushels they have on, and what it would be worth a bushel; therefore there is no advantage to me to try buying by the pound. (4) What shape the corn is in has all to do with the pounds. We are now (Oct. 23) at 75 pounds; after Nov. 1, 72 if in good shape, and after Jan. 1, 70 pounds per bushel. (5) The only way is that every dealer would buy by the 100; then there would be no way out for the farmers. (5) H. M. Stehman, Cicero, Ind.; Noblesville Milling Co., Noblesville, Ind.

Argos, Ind., J. C. Gordon: (1) I have never bot ear corn by the hundredweight. (3) Will take a long time to make the system effective, as the farmers are very suspicious of grain dealers for fear they will beat them in some way. (4) Oct. to Jan. 72 pounds per bushel; 68 pounds after Jan. 1, unless special contract is made when I buy the corn. (5) Never gave the matter any thought. Can't see any advantage in buying by the hundredweight. (6) None that I know of.

Argos, Ind., E. A. Gray: (1, 2, 3) I tried it one season, and while there is much to recommend it I got tired of explaining "How much is that a bushel?" to the farmers, as about 99 out of a hundred asked the question, after being told that the price was so much per hundredweight. The hundredweight is the proper way to buy ear corn in this state, and if all dealers adopted the plan at the same time the difficulties would not amount to anything worth noticing, and the price would be more easily adjusted to market changes, as country buyers seldom

split a cent in prices per bushel. (4) I take 70 pounds new corn until Jan. 1, and then 68 pounds, as the law of Indiana demands. However, may buyers buy at so much for 72 or 75 pounds, claiming that that much would be required to make a bushel of dry corn, which is correct. (6) No one buying by the cwt. here to my knowledge.

Arlington, Ind., Hutchinson & Son: (1) We have not. (3) Breaking down the prejudices of the farmers, and explaining the same to them. (4) According to law always. (5) By all dealers to enter into it. (6) None that we know of.

Atkinson, Ind., H. Rommel, Jr.: (1) No. (2) No advantages. (3) Do not know; never bot any. (4) First new corn 80 pounds, then down to standard 68 pounds May 1 following. (5) Do not know; have given this no thought. (6) Do not know of any.

Berne, Ind., Berne Brain & Hay Co.: (1) We have for the last three years. (2) We find it more accurate in figuring up the sum, and can buy closer with the market instead of a fraction of a cent per bushel. (3) Only to give them figures in bushels when the farmers want to know how many bushels they had on. Find the C. M. Bradt calculator convenient in telling the amount of bushels on the load. (5) Only to convince them that we aim no fraud, but merely want to make it convenient. (6) J. D. Hale, Decatur; Sale & Co., Arnold & Co., Bluffton; Berne Milling Co.

Bloomfield, Ind., G. W. Catt: (1) No. (3) It is not lawful. (4) 70 to 72 before January of each year, after that 68 pounds. (5) The only way is for the legislators of each state to pass laws to that effect. (6) No one.

Bluffton, Ind., Studabaker, Sale & Co.: (1) We have been buying corn by the hundred pounds for last four or five years. (2) Would not think of going back to the old method; we think the cental far preferable. One of the great advantages is that all quibbling as to number of pounds per bushel is stopped, especially in the fall when dealers who buy by the bushel take all kinds of weights for a bushel. When the practice is uniform in a community, it is an easy matter for the seller to compare prices in the different competitive markets, whereas under the old way a dealer at one station would pay one price for a bushel of 70 lbs. and his neighbor a higher price apparently, but taking a larger number of pounds, his price was really less. (3) We don't know any disadvantage to the dealer in buying by the cental, unless it be in the early fall, when he hardly knows what his corn costs him per shelled bushel without actually testing it by shelling test lots of 100 pounds. (4) As we do not buy by the bushel at any time during the year, we cannot answer as to the number of pounds taken at different seasons of the year. In Indiana we would be forced to take 68 lbs. all the year around by law, except on new corn up to November 1, when we would be privileged to take 70 lbs. (5) The "easiest and best method" (in fact the only one we know that would be successful) to secure the adoption of the cwt. system, would be co-operation of all the dealers in a given territory. It's very easy if all adopt it together. Farmers are a bit suspicious at first, but it soon wears off and is perfectly satisfactory after a few months. We do not know of any one within fifty miles of us buying by the bushel; in fact it is so out of fashion that we have almost forgotten we ever did do it.

Bourbon, Ind., C. D. Ettinger: (1) No. (3) A great many farmers would not understand it and would cause trouble I think. (4) 75 pounds now; as soon as can shell and ship give shell corn weight. (6) R. J. Detrich & Co., Bremen, Ind.

Cayuga, Ind., Cayuga Milling Co.: (1) Would like very much to buy this way if the other dealers would. (3) None that we see. (4) 74 to 72 till Nov. 15, then 70 pounds. (5) The issue of a pocket memorandum showing what a hundred pounds would be worth at any given price per bushel to be sent to dealers with a request that they buy by the 100 pounds. (6) There is none.

Cicero, Ind., H. M. Stehman: (1) Yes; I bot ear corn by the cwt.; commenced it about one year ago, and bot this way until this fall. I found it quite difficult, as I would have to figure it out to the farmer how many bushels and what it was a bushel to him. It made double figuring to satisfy him; so I have dropped the 100 pound system, and am now buying by the bushel. I find it more satisfactory to the seller but not quite so convenient to me. (4) I take 72 pounds for new corn until Nov. 1, and then 70. (5) I cannot just say how. (6) J. L. Evans & Co., Noblesville, Ind.; and Noblesville Milling Co., Noblesville, Ind.

Claypool, Ind., Kinsey Bros.: (1) No. (4) 74 and 75 pounds now (Oct. 23), and as becomes drier 72 and 70; after holidays, 68 to 70. (6) None to our knowledge.

Colfax, Ind., H. C. Clark: (1) No. (4) Early 75, then 72, then 70, then 68 the first of the year. (5) I do not know. (6) None that I know of.

Cottage Grove, Ind., A. Gardner: (1) We have never made a practice of buying ear corn by the 100 pounds. We all still follow the old foggy style of running everything into bushels and tons. Like putting a stone in one end of a sack and a bushel of corn in the other end and get-

ting on a horse to go to mill. (2) All kinds of grain and seeds should be bot and sold by the pound or cwt. instead of by the bushel, as it would take less figuring to calculate and therefore less liability of mistakes. (4) We buy ear corn at 70 pounds till Jan. 1, then 68 pounds.

Covington, Ind., A. L. Schulenberg: (1) I have never bot by the hundredweight. (4) In Oct., Nov. and Dec. we take from 72 to 75 pounds to the bushel, sometimes more; after Jan. 1, 70 pounds on contract. (5) I have never thought the matter over. (6) There is not any that I know of.

Dana, Ind., A. J. Ralph, agent for Fred P. Rush: (1) Never have bot any. (2) Am in doubt. (3) The usual of changing from old to new. (4) Early delivered from 72 to 74; when dry 70 the year round. (5) A law by Congress recommending states to pass the same. (6) None.

Dawkins, Ind., T. Dawkins: (1) Yes. (2) Quicker figured, as you do not have to find the bushels and then the amount. (3) None around here. (4) No. (6) All the grain buyers around this section are buying by the hundredweight.

Farmland, Ind., W. W. Thornburg: (1) No. (2) None. (3) Farmers as a rule would rather sell by the bushel. (4) 70 to 72 up to Dec. 1; thereafter 68. (5) By the bushel. (6) All by the bushel, except two or three.

Fenns, Ind., Nading & Smith: (1) We have not. (4) 70 pounds until Dec. 1. (5) I would like to buy corn so we would not have so much shortage. (6) Do not believe it is bot by the 100 in this county (Shelby).

Fort Wayne, Ind., C. Treseft & Sons: (1) We have always bot by the bushel, but have it under consideration to buy by the hundred in the future. (3) Easier calculation. (3) None whatever. (4) 70 before Dec. 1; later 68 pounds; but this law in Indiana and Ohio is wrong; ought to be 70 pounds in all states. (5) Grain dealers' associations must take in hand and agree to it. There will be no trouble. (6) Most all surrounding towns are buying by the hundred pounds. Fort Wayne will probably come to it very soon.

Fountain City, Ind., Geo. B. Harris: (1) We have not, but think some of trying it this year, as we think (2) it would aid very much in settling with farmers and in avoiding mistakes, and would give advantage of small fractions in dealer's favor. (3) A great many of the farmers would experience trouble in counting their corn to know the price per bushel. (4) 72 until first of year, 70 after. (5) To get every dealer to try it. (6) Do not know of any.

Fowler, Ind., Robert Bell: (1) No. (3) A new thing in this section, and cannot say. (4) 80 pounds now, and never less than 70. (5) Have given no attention to matter. (6) There is none.

Fritchton, Ind., J. T. Draper & Co.: (1) I have never bot except by the bushel. (3) I can't see any difference in buying by the hundred, only we would have to pay less early in the season. (4) From the time we get the first corn in the fall until Dec. 1 we take 72 pounds for a bushel; from Dec. 1 to Jan. 1, we take 70 pounds; after that 68 pounds. (5) The best way to get at the hundredweight system is for dealers to set a time to begin to buy that way and then stick to it and buy no other way; after the first season the seller would expect to sell by the hundredweight, just as he does his hogs or cattle. (6) None that we know of.

Goshen, Ind., Johnson & Son: (1) We have not. (2) We think it would be better than by the bushel. (4) Until Dec. 1, 70 to 72 pounds; after Dec. 1, 68; this is state law. (6) None that we know of.

Goshen, Ind., Goshen Milling Co.: (1) No, we have not. (3) Farmers are not in the habit of selling that way, and will have to stop and figure, to compare our price with others. (4) 70 pounds before Jan. 1, and 68 afterward. (5) Employing men to go about the country to get dealers to inaugurate that method. (6) There are none.

Grand View, Ind., Cadick Milling Co.: (1) No. (2) It would save misunderstandings, and we think be much more satisfactory to both buyer and seller. (3) None whatever. (4) 70 pounds up to Jan. 1; 68 pounds after. (5) By state laws. (6) None.

Goodland, Ind., Jakway & Murray: (1) We have not. (3) Just the same trouble that we would have in breaking up any other old custom. (4) 68 to 80. (5) Agitate, in city and country newspapers; the farmers would soon ask the dealers to adopt the 100-pound basis. (6) Don't think there is any.

Hillsboro, Ind., J. C. Freeman: (1) No. (4) 75 to 80 pounds to Nov. 1; 72 to 74 pounds to Dec. 1; 70 pounds after Dec. 1. (5) First to introduce it, then educate the trade to it. (6) None to our knowledge.

Indianapolis, Ind., Geo. Bridenbucher: (1) No, but would like to. (3) Would have to tell farmer how many bushels he had, and how much per bushel. I would be glad to adopt the hundredweight system. (4) 68, old dry corn; 70 medium; 72 greater amount. (5) Get all dealers to agree to it, and stick to it. I will, for one. (6) None.

Kingman, Ind., Henry Schulenberg: (1) We have not. (2) Not nearly so easy to make mistakes, either in bushels or in making payment.



(3) Only the education of the farmers. (4) 75 to 90 pounds, owing to grade, and when thoroughly dry 70 pounds. (5) Let all dealers unite and begin at a certain date, giving notice during the summer that the coming crop will be so accounted for. (6) None.

Lafayette, Ind., —: (1) We have not. (2) 3) Would expect none. (5) By agreement of all corn buyers. (6) None.

Lewisville, Ind., D. J. Cope: (1) Never have. (4) 72 Nov., 70 Dec., 68 new year. (5) Have had no experience. (6) None that I know of.

Logansport, Ind., W. E. Hurd: (1) Never have. (3) You cannot make the average farmer understand it. (4) 80 pounds for a bushel in Oct., 75 in Nov. and 70 pounds the balance of the year. (5) We bid so many cents for so many pounds. (6) None.

Martinsville, Ind., Thornburgh Milling & Elevator Co.: (1) No. (3) In our county farmers do not know what you mean when you talk of progress. (4) 70 pounds; after Dec., 68. (5) State law. (6) None.

Martinsville, Ind., Amos Thornburgh: (1) We have not. (3) Simply that the farmers will hear to nothing else than the bushel. (4) We take the law, 70 pounds, until Dec., and then 68. (5) I believe that the easiest way to bring farmers to the hundredweight system is to compel them to read the Grain Dealers' Journal. (6) No one in this place is buying that way.

Mellott, Ind., Ed Lee: (1) Have never bot any kind of grain by the hundredweight. (2) For convenience I think all grain ought to be bot that way, as it saves lots of work reducing pounds to bushels. (4) At this season of the year we take from 72 to 75 pounds of ear corn to the bushel, depending on the condition the corn is in. After Jan. 1 we take 68 pounds, which is the legal weight on ear corn in Indiana and Ohio. (5) The easiest and best way is to get it in the hands of the legislators, as I hope it will be. (6) While in some parts of Ohio they buy by the 100, no one in this part of Indiana does so.

Middletown, Ind., J. C. Daniels & Co.: (1) Yes, for one season a few years ago. (2) No trouble from errors in reducing pounds to bushels; convenience in making calculation. (3) Introducing a custom which farmers are strangers to. (4) 72 to 75 in Oct., 70 in Nov., 68 after Dec. 1. (5) Agitate the subject and if possible get dealers to give it a trial.

Monroeville, Ind., Niezer & Co.: (1) We used to buy corn by the bushel, but discontinued it four years ago. (2) We have found that it is much more satisfactory and better in every way to buy by the cwt. (6) The firms in our neighborhood buying by the cwt. are Long & Long, at Convoys, O.; Singer Bros., at Dixon, O., and all of the firms at Van Wert, O.

Monterey, Ind., B. F. Dufaire: (1) No. (2) Don't think there is any advantage in it. (4) I offer from this time until Jan. 1 so much for 72 to 75 pounds, it depends on condition of corn. After Jan. 1 I offer so much for 68 to 75 pounds, depending on the condition. (6) Knox Elevator is the only one that I know of.

Montezuma, Ind., Montezuma Mill Co.: (1) Yes. (2) It obviates the changing of the number of pounds for a bushel at different seasons. (3) No disadvantage whatever. (5) Resolve to do it, and do it. (6) None but our firm.

Mooreland, Ind., Mouch Bros.: (1) No. (2) None. To educate the farmer. (3) We are in favor of adopting the hundred-pound system on all grain and seeds; less chance for error; less calculation. (4) 72 pounds out of the field, 70 out of the crib before January; 68 pounds after Jan. 1. (6) None.

Mount Summit, Ind., W. J. Mercer: (1) Have never bot by the 100 pounds. (2) Think it would be preferable to buying by the bushel, tho. (4) 72 pounds to the bushel the fore part of the season; 68 pounds the latter part. (5) I think if all dealers of a locality would agree to buy that way it would not be hard to adopt it, and I think the farmer would prefer it after he got used to it. (6) All buy by the bushel in this locality.

Mulberry, Ind., S. A. Miller of Jay Grain Co.: (1) No. (2) There would be no advantages gained. (3) Farmers would take it about the same as trying to change a 100-cent dollar to a 50-cent, and it would make the grain dealer in endless amount of figuring, if bot by the 100 and sold by the bushel. (4) First new corn about 74 pounds; our state law says 70 pounds before Dec. 1, after Dec. 1, 68 pounds; We buy most of the corn at 68 pounds and pay accordingly. (5) If all grain centers would bid for 100 pounds instead of bushel it ought to be easy to change. (6) Don't know of any.

Muncie, Ind., Cammack Grain Co.: (1) No. (3) None. (4) 72 until Christmas, 70 after. (5) Get the merchants to adopt it, and the rest I think would be easy. (6) None.

Muncie, Ind., Wysor & Hibbits: (1) No. (2) Wish it could be adopted. (3) Only to educate himself first, and then the seller. (4) Early 76; now 74, and in Nov. 72. Dec. 1 law says 70 without agreement. (5) If possible get the persons who send out bids to bid by the hundred instead of by the bushel; in that way an education will begin. (6) None nearer than Hartford City, Ind., Mr. Cooley.

New Haven, Ind., L. M. & W. S. Rogers: (1) Yes. (2) Computation easy for both farmer and buyer; no bickering over what constitutes a bushel of ears. (3) None except in communities where lack of education and hardheadedness prevails. (4) 70 and 75 to Jan. 1; 68 after. (5) Refuse to buy any other way; explain how much per bushel they are getting where they cannot evolve the matter. (6) J. B. Niezer & Co., Monroeville, Woodburn Elevator & Mill Co., Woodburn; Z. H. Travis, at New Haven, Car Creek, Peabody and Dawkins, Ind.

New Palestine, Ind., Frolich & Walz: (1) No. (2) Think it would be much pleasanter to buy it by the hundredweight if all dealers would do so. (3) There would be a more equal price paid for grain at all times of season. (4) We go according to the law of Indiana; are now taking 72 and 70, and in Dec. 68 to 70. (6) We do not know of any.

New Richmond, Ind., J. W. McCardle: (1) I buy corn by the bushel. (2) Do not know if it would be best to buy by the hundredweight, having never tried it. (4) At this time of the year I take 72 pounds for a bushel. (5) It would have to be worked by all shippers in this section to make it effective, as I think at the start there would be considerable opposition. (6) I understand that east of here on this railroad they are buying that way, but in this section I know of no one that is.

Nortonburg, Ind., Griffith & Miller: (1) No. (2) None. (3) We could not accustom the farmer to that method of selling his corn; the farmers are used to selling their corn by the bushel. (4) 70 pounds to the bushel to Dec. 1, and 68 pounds from then on until new corn comes on in the next fall. (5) First educate the farmer to that way of selling and get him to believe he is getting as much per bushel as he does in the old way, and you are all right. (6) All buy by the bushel.

Portland, Ind., Cartwright & Headington: (1) We are buying by the hundred. (2) Much more satisfactory. (3) Changing the old custom the farmers are used to. (5) Every grain dealer uses it. (6) Magill & Son, Haynes Milling Co., Jay Grain Co.

Portland, Ind., Holmes Bros.: (1) Not till this year. (3) Not much if any, if the dealer will stick to it. (5) The only way is to get the dealers to agree to it and then stick to it. (6) The rest of the dealers here are now buying by the cwt. Magill & Son, Haynes Milling Co., Cartwright & Headington.

Raub, Ind., Kirkpatrick Bros.: (1) We have not. (3) He will have trouble in breaking up a custom of long standing. (4) Begin the new crop at about 80 pounds, coming down to 70 as the corn dries out. (6) None.

Rensselaer, Ind., W. C. Babcock: (1) I have never bought ear corn by the cwt., (2) although I believe it has many advantages and conveniences. (4) We buy ear corn by the bushel, beginning ordinarily with 80 pounds in the early fall down to 70 and 68 from Jan. 1 to following season. (6) Churchill & Co. buy by the cwt. on the I. I. R. R. 20 miles north of us. We will gladly favor any movement to change from our present methods to that of buying ear corn by the cwt.

Shelbyville, Ind., William Nading: (1) Never have bot corn by hundredweight. (4) 70 pounds to Dec. 1; 68 thereafter. (5) Never studied the matter. (6) Don't know of any one.

South Raub, Ind., —: (1) Have never bot by the hundredweight. (4) Usually commence on new corn at 73 or 74 pounds, then drop to 72 about Nov. 1, and drop to 70 Dec. 1, and on Jan. 1 take 68 pounds, the state standard. (5) Suppose it would have to be done thru the legislature, to make it both lawful and satisfactory to the farmers. (6) Do not know of any.

Spiceland, Ind., H. W. Charles: (1) I have not, but would like to get at it. (2) The law of this state is such that men take advantage of the dealers. (3) The first disadvantage that I see is getting farmers in the way of selling that way; I think that is probably the greatest trouble that we would have. (4) I have begun by paying so much for 72 pounds when the corn is very damp; then up to Dec. 1 I take 70 pounds for a bushel, as the law permits us to do; after that I allow 68 pounds for a bushel. I think the law is very defective, as the corn is seldom dry enough to take less than 70 pounds until after we have had some severe frosts. (5) The best way I see is for all dealers to get together or in some way agree to buy no other way; perhaps it can be more effectually done by the association corresponding with all the regular grain dealers and securing a promise from all who will, to buy no other way. (6) I do not know of any in this part of the state.

Swayzee, Ind., Cal Baum: (1) Have not. (3) Prejudice of the farmers. (4) We are taking 70 pounds now. At two places we take 68 after Dec. 1, and at one place we buy by 70 pounds. (5) Begin at first of season by concerted effort; it can be done, but one dealer cannot do it; would be hard to begin only at first of season. (6) None.

Syracuse, Ind., A. W. Strieby: (1) Have not. (3) Don't know any reason why he should have any trouble handling corn in this way. (4) 72 to Dec. 70 to Jan. and 68 remainder of year. (5)

Have never given the matter any thought. (6) None.

Terhune, Ind., J. F. Pearson: (1) I have not. (3) They will have to handle 100 pounds for the profit they now get for handling 70 pounds. (4) New corn Oct. and Nov. 75 pounds; the balance we buy on a basis of 70 pounds. (5) Could not say, as I never gave the matter any thought. (6) Don't know of any.

Thorntown, Ind., R. S. Stall & Co.: (1) We have not. (4) 75 pounds in Oct., 72 Nov., 70 Veedersburg, Ind., E. W. Finch: (1) No. (4) Dec.; after Jan. 1, 68. (6) Know of none. 80 until Nov. 1, 75 until Dec. 1, 73 until Jan. 1, 72 until Feb. 1 and 70 the rest of the year. (5) I think agitating the subject until every one takes an interest in it, is the only way to secure that object. I think it would be quite an advantage, especially in states that have a 68-pound law. (6) None.

Wadena, Ind., Rich & Harrington: (1) No. (3) None whatever. (4) Oct., 80; Nov. 75 to 80, according to condition; year, 70 pounds. (5) Thru legislation. (6) None.

West Lebanon, Ind., Sam Finney: (1) No. (3) Nothing except a general kick from the honest farmer. (4) 70 pounds excepting early in the season. (5) All dealers signing some kind of an agreement. (6) None.

Winchester, Ind., Tomlinson Grain & Lumber Co.: (1) Yes, since Oct., 1898. (2) Convenience in figuring, and avoids confusion in number of pounds taken to the bushel. (3) Experienced very little disadvantage, except having to answer the question, "How much is that a bushel?" (5) Arrange table showing price by either cwt. or bushel, then let farmer figure by the bushel while dealer figures by cwt.; this satisfies the farmer soon; always throw fractions, if any, into the bushels instead of cwt. (6) J. W. Bishop (now deceased), Winchester Milling Co. (burnt out), both at Winchester; Goodrich Hay & Grain Co., at Snow Hill and Stone Station, Ind.

Winchester, Ind., Goodrich Bros. Hay & Grain Co.: (1) We have bought corn by the hundredweight for years. (2) It is much easier to compute, and we find that farmers now prefer to sell it that way, and since the law was made making 68 pounds a legal bushel in this state, it insures the shipment against loss on account of corn not being in a condition to shell out. (3) The only disadvantage in buying in this way is to get it started and be sure you are paying as much for good dry corn as the market will stand and keep in line with other good dealers. We buy in this way in one town where the other dealer buys by the bushel, and we get our portion of the corn. (5) Simply to say you are going to buy that way and do it; get the other dealers to go in with you if you can, if not go it alone and they will soon come to it. (6) Tomlinson Grain & Lumber Co., Winchester; John Bayler, Ridgeville; Lon Gaddis, Modoc; J. W. Bishop, Winchester.

Logansport, Ind., D. A. Gillespie & Co., C. L. Richardson: (1) We never have. (2) We think it would be a good thing, and are in for it, if there is such a movement. (3) It would be something new; it never has been done in this vicinity. (4) We are taking now, Oct. 23, 75 pounds; later as it gets drier it will go to 72, and about Dec. 70 pounds, after which the law says 68. (5) Thru the legislature. (6) Not one.

Middletown, Ind., J. P. Shoemaker: (1) Yes. (2) Saves much time in settlements; does away with all quibbling as to how many pounds per bushel. (3) Farmers do not quickly see the relative value, and always ask how much is that a bushel; this precipitates all the old discussion of size of bushel; another difficulty is that many farmers cannot count much and some dealers will buy at say 30 cents for 70 pounds, when a legal bushel is 68; the other dealer's price shows better. (4) Comply with the law. (5) All dealers to honestly adopt it and use all patience with farmers in explaining that it simply saves labor to dealer and gives farmer just as much money.

Montpelier, Ind., E. A. Smith & Co.: (1) We do. (2) Easier to figure and saves disputes in regard to number of pounds per bushel at various times of year. (3) The opposite to foregoing. (5) Just adopt that method and stick to it.

Muncie, Ind., J. K. Slack: (1) No. (3) None at all. (4) We take 74 when corn first begins to move; in some instances we take more. (5) Grain dealers should get together and say they are going to adopt hundredweight system, and that would settle it. (6) W. B. Cooley, Hartford City. I understand Randolph county has adopted the hundredweight system.

Pleasant Mills, Ind., —: (1) Have been for five years. (2) Easy to calculate, and you have no bickering with customers in regard to pounds to bushel. (3) Do not know of any. (5) It is so much more convenient that any dealer should take it up, unless he is a hobby rider. (6) J. D. Hale, Decatur; Willshire Milling Co., Willshire, O.; Berne Hay & Grain Co., Berne, Ind.; J. D. Hale, Monroe, Ind.

Sedalia, Ind., Jos. A. Bridge: (1) No. (3) We think none. (4) Usually starts at 73 to 74, down to 68 by Jan. (5) Bids from dealers and commission firms by 100 pounds. (6) None.



## COMMISSION MERCHANTS LIABLE TO FARMERS.

State of Minnesota, Hennepin County. 83,737.  
Lucius P. Dolliff vs. Robbins & Warner.

## SYLLABUS.

I. A grain commission merchant who receives grain in the usual course of his business from one who had no title thereto or right to dispose of the same, and sells the same, is liable in trover to the true owner for the value thereof.

II. The measure of damages in such case is the value of the grain at the time and place when and where the same was demanded from the commission merchant.

III. The latter, though he may have paid the freight thereon, is not entitled to any deduction thereof.

## MEMORANDUM.

The defendants are, and since August 29, 1899, have been, grain commission merchants, doing business in the city of Minneapolis, Minnesota.

One E. M. Walbridge, for several years prior to the 16th day of May, 1900, was engaged in operating a line of country elevators throughout the state of Minnesota, with headquarters at Faribault, Minnesota.

This controversy arises out of transactions had by persons to whose rights the plaintiff has succeeded, at the elevators of Walbridge, at Echo and Bellevue, Minnesota. Walbridge, in his business, bought grain on his own account at various elevators, and stored the same, and stored the grain of third persons, for hire, in those elevators.

Prior to August 29, 1899, Walbridge had transacted his grain business in Minneapolis through the Van Dusen-Harrington Company, a corporation, doing a grain commission business; but, on the latter date, made an arrangement with the defendants by which they were to extend to him a line of credit of \$30,000, and on that day they advanced to him \$25,000 with which to pay up his indebtedness to the Van Dusen-Harrington Company, and, at the same time, and apparently as security for the advance so made, Walbridge executed storage receipts for grain owned by him in various elevators in his system, including grain in the Echo and Bellevue elevators.

Under the business arrangement thus made between Walbridge and the defendants Walbridge shipped the grain handled by him consigned by bills of lading to the defendants at Minneapolis.

The defendants, who were members of the Chamber of Commerce, Minneapolis, would sell the grain, without disclosing who their principal was, except as to a few cars sold to the Dundas Milling Company, and would procure the grain to be delivered, pursuant to the terms of sale, to the purchaser, and account to Walbridge for the proceeds of the sale.

The evidence shows that, for the grain shipped from the Echo and Bellevue elevators, Walbridge made drafts, which were attached to the bills of lading, and which in each instance were paid by the defendants, except as to the last one or two cars shipped, and as to those drafts were made but not honored.

All grain in the Echo and Bellevue elevators on the 29th of August, 1899, and all grain thereafter received in said elevators prior to the 6th day of May, 1900, was shipped from said elevators, under the arrangement aforesaid, to the defendants, and was sold by them in the regular course of their business as commission merchants, and the proceeds thereof accounted for to Walbridge, except 290 bushels at Echo, and 246 bushels at Bellevue, which went into the possession of the defendants in replevin proceedings instituted by them against Walbridge in this court on the 12th day of May, 1900.

At the Bellevue elevator, between the 24th day of September, 1899, and the 10th day of May, 1900, the parties to whose rights, plaintiff has succeeded deposited for storage 1,828 bushels and 45 pounds of No. 1 northern wheat, and took therefor storage receipts in the usual form.

At the Echo elevator, between August 29, 1899, and May 10, 1900, the parties to whose rights plaintiff has succeeded deposited for storage 2,054 bushels and 45 pounds of different grades of wheat, and took therefor storage receipts in the usual form.

Thus either by shipment to them or by replevin proceedings instituted by them, the defendants received all of the wheat in both elevators, including all the wheat deposited therein by the parties to whose rights the plaintiff has succeeded; and this action is brought by the plaintiff for the purpose of recovering from the defendants the value of the wheat shipped from said elevators, for which he holds storage receipts, on the theory that the sale of it by the defendants amounted to a conversion. The defendants deny his right to recover on the theory that they being grain commission merchants and hav-

ing received the wheat in that capacity and disposed of it in the usual course of business as such commission merchants, their acts with reference to it do not amount to a conversion; and that is the principal question presented by the record in this case for decision, and, being one of great practical importance in this state, I have examined it with considerable care.

There are other questions in the case, and other facts appear with reference thereto, but the decision of the question stated is decisive of the case, and I prefer to dispose of it by deciding that question.

It might be added that it appeared in evidence in the case that the defendants, during the time that they were transacting business with Walbridge, knew that he was engaged at his various elevators in the business of storing grain for third parties.

In disposing of the question thus raised, I shall assume that the defendants acted in good faith, without actual notice or knowledge of the fact that Walbridge, in shipping the wheat in question, was doing so without authority.

In shipping out the wheat in question without the knowledge or consent of the owners thereof Walbridge was guilty of a felony. *State v. Barry*, 77 Minn. 128.

In *Cooley on Torts*, 448, the rule laid down as to what acts amount to a conversion is as follows: "Any distinct act of dominion wrongfully exerted over one's property in denial of his right, or inconsistent with it, is a conversion."

That rule obtains in this state, and is the general rule in this country and in England.

In *Hossfeldt v. Dill*, the wheat was on the farm, of fact it unthreshed, and the defendant, as sheriff, without taking manual possession of the wheat, went through the ceremony of offering the wheat for sale under an execution, and declared it sold to a bidder present, but made no attempt to make a manual delivery, or to interfere with the possession of the wheat in any other manner than as above stated, and it was held that the act of the defendant in thus assuming to dispose of plaintiff's property was an act of dominion wrongfully exerted over it, inconsistent with his rights therein, and was a conversion.

It was further said that plaintiff was not bound to pursue the purchaser, but that "he has and ought to have a right to look to the party through whose interference with the property the contest is thrown upon him."

Nothing decided in *McLennen v. Minneapolis & Northern Elevator Co.*, 57 Minn., 317, nor in *Leuthold v. Fairchild*, 35 Minn. 90, as explained in a subsequent case of *Ferm v. Leuthold*, 39 Minn. 212, is in conflict with the rule laid down in the cases cited.

In England the courts have gone beyond anything announced in the cases cited herein. The case of *Stephens v. Elwall*, 4 Maule & S. 359, is the leading case, decided in the year 1815, and followed and approved by the House of Lords in *Hollins v. Fowler*, in 1875.

The case of *Hollins v. Fowler*, H. L. English and Irish appeals 757, is a case in many respects similar to the one at bar; and in the various opinions delivered, all the principal English cases on the law of conversion are gone over, and the case last quoted from, and *Hardman v. Booth*, supra, are approved and followed as the law on that subject in England.

The pith of the decision is found in the first paragraph of the syllabus as follows:

"Any person who, however innocently obtains possession of the goods of a person who has been fraudulently deprived of them, and disposes of them, whether for his own benefit or that of any other person, is guilty of a conversion."

In *Hiort vs. Bott*, 1874, L. R. 9 Exc. D. 86, the plaintiffs, who were corn merchants and had been in the habit of employing one Grimmatt as their broker, sent to the defendant Bott an invoice for barley, which stated that the barley was bought by the defendant of the plaintiffs through Grimmatt as broker, and also a delivery order was sent defendant, which made the barley deliverable to the order of the consignor or consignee. The defendant had not in fact ordered any barley of the plaintiffs. Grimmatt the broker, called on the defendant, who showed him the documents and told him it was a mistake. This Grimmatt professed to admit, and asked the defendant to endorse the order to him, for the purpose, as he said, of saving the expense of obtaining a fresh delivery order. The defendant endorsed the order to Grimmatt, who possessed himself of the barley and disposed of it and then absconded.

On the trial of an action of trover for the barley, the jury found that the defendant had no intention of appropriating the barley to his own use, but endorsed the order for the purpose of correcting what he believed to be an error, and returning the barley to the plaintiff.

Held, that the defendant, having endorsed the order without any occasion to do so, and without authority, was liable.

Bramwell, Baron, said:

"I think the plaintiffs are entitled to recover; though, so far as concerns the defendant, whose

act was well meant, I regret the result. Mr. Bosanquet gave a good description of what constitutes a conversion when he said that it is where a man does an unauthorized act which deprives another of his property permanently or for an indefinite time. The expression used in the declaration is 'converted to his own use'; but that does not mean that the defendant consumed the goods himself. \* \* \* Now here the defendant did an act that was unauthorized. There was no occasion for him to do it; for the delivery order made the barley deliverable to the order of the consignor or consignee, and if the defendant had done nothing at all, it would have been delivered to the plaintiffs. And there is no doubt that by what he did he deprived the plaintiffs of their property; because, by means of this order so endorsed, Grimmatt got the barley and made away with it, leaving the plaintiffs without any remedy against the railway company, who had acted according to the instructions of the plaintiffs in delivering the barley to the order of the consignee. The case, therefore, stands thus: That by an unauthorized act on the part of the defendant, the plaintiffs have lost their barley, without any remedy except against Grimmatt; and that is worthless. It seems to me, therefore, that this was assuming a control over the disposition of these goods, and a causing them to be delivered to a person who deprived the plaintiffs of them. The conversion is, therefore, made out. Various ingenious cases were put as to what would happen if, for instance, a parcel were left at your house by mistake, and you gave it to your servant to take back to the person who left it there, and the servant misappropriated it. Probably the safest way of dealing with that case is to wait until it arises."

In the same case, Cleasby, B., said:

"The ground of the decision in the present case is that the defendant had no title whatever to the goods; that there was no necessity whatever for his interfering in any manner in the disposal of them, but that he improperly, though innocently—being prevailed upon to do so by Grimmatt—having the indicia of title, by mistake, as he knew, transferred that title to the possession of Grimmatt. I think a person who deals with the property in this way does so at his peril, and if by means of it a fraud upon the owner is accomplished, he is responsible."

The English cases cited state the present condition of the decisions in England on the law of conversion.

The only case in point, relied upon by the defendant's counsel in this case, was the case of *Roach & Co. vs. Turk & Hawkins*, 9 Heisk. 708, and I am inclined to think that that case goes to the full extent claimed for it by counsel.

It overrules a former decision in Tennessee, is in conflict with every decision on the subject that has been called to my attention or that I have been able to find, and cites for its support four New York and three English cases.

The case cited as the 20th L. & Eq. 451, I have been unable to find. The other cases I have examined with care, and none of them lend any support whatever to the proposition maintained in the case in which they are cited, and it is difficult to understand how, if the cases had been read by the court, they could have been cited in support of that proposition. The case of *McCombie vs. Davies*, 6 East. 538, is cited as *McCombie vs. Davis*, which lends color to the idea that the cases were not before, or read by the court, when they were cited.

*Baldwin vs. Cole* was decided in 1705. The facts were that a carpenter sent his servant to work for hire to the Queen's yard; and having been there for some time, when he would go no more, the surveyor of the work would not let him have his tools, pretending a usage to detain tools to enforce workmen to continue until the Queen's work was done. A demand and refusal was proved at one time, and a tender and refusal after.

Holt, chief justice, said:

"The very denial of goods to him that has a right to demand them is an actual conversion, and not only evidence of it, as has been holden; for what is a conversion, but an assuming upon one's self the property and right of disposing another's goods, and he that takes upon himself to detain another man's goods from him without cause, takes upon himself the right of disposing of them. So the taking and carrying away another man's goods is a conversion. So if one come into my close, and take my horse and ride him, there it is conversion; and here, if the plaintiff had received them upon the tender, notwithstanding the action would have lain upon the former conversion, and the having of the goods after would go only in mitigation of the damages; and he made no account of the pretended usage, but compared it to the doctrine among the army, that if a man came into the service, and brought his own horse, that the property thereof was immediately altered and vested in the Queen; which he had already condemned."

I am unable to discover anything in that case which lends any support to the doctrine contended for by the defendant's counsel, nor do I discover anything in it that does not sup-



port the contention of the plaintiff's counsel.

In *McCombie vs. Davies*, decided in 1805, the facts were that the plaintiff, a merchant in Aberdeen, employed one Coddan, a broker in the tobacco trade, and a dealer on his own account, to purchase for him some tobacco, which Coddan accordingly did. Coddan, being in need of money, without authority from his customer, pledged the tobacco to Davies, by transferring the warehouse receipt for the same, it being in the King's warehouse, where it remained subject to the payment of duties. The plaintiff afterward made an application to the defendant for the delivery of the tobacco in question, and was met with a refusal until the money advanced by him on the tobacco was repaid, and he refused to give an order on the warehouse for the delivery of the tobacco. An action was brought treating his refusal as a conversion of the property.

In the statement of the facts, it is said:

"It was as much in the defendant's possession while it remained in the King's warehouse as if it had been in the custody of a carrier or wharfinger; then his refusing to make the transfer or give the order for delivering it was a withholding of the tobacco from the rightful owner, and constitutes a conversion; but at any rate, the assuming any dominion over it, and taking it by the wrongful act of the broker, was a conversion."

That case also supports the position taken by the plaintiff in this case instead of lending any support to the contention of the defendant.

I have taken occasion to trace the case of *Roach vs. Turk* through the later Tennessee reports, and find that it has been cited by the court in *Merchants' National Bank vs. Irenholm*, 22 Heisk. 520; *McDaniel vs. Adams*, 87 Tenn. 756; *Frizzell vs. Rundell & Co.*, 88 Tenn. 396; *Bank vs. Hill*, 99 Tenn. 42; and it may admit of doubt whether that court has consistently followed the doctrine of that case. In any event, the case is entirely without support in the authorities, either English or American.

Now, to make an application of the rule laid down in the cases hereinbefore cited to the facts in the case at bar, is a very simple matter. There was a conversion of that property if the defendants exerted dominion over the property inconsistent with the rights of the plaintiff.

It would seem that there could be no doubt that to assume to sell and dispose of the property to third persons, and to deliver the possession of the property to third persons, and that, too, without disclosing who their principal was, amounts to exercising dominion over the property inconsistent with the rights of the plaintiff, or of the persons to whose rights he has succeeded, under all the authorities with the exception of *Roach vs. Turk*.

Here the admitted facts are that the defendants were named as consignees in the bills of lading. That vested in them the title to the property. It enabled them to sell the property, and to transfer the possession of it to third persons, and this they did; and I have no doubt whatever, as a matter of law, that their acts amounted to a conversion of the property.

This may result in hardship to the defendants, but whether it does or not, or what the consequences will be to the defendants, is a matter that does not and ought not to concern the court. When it is determined what rule of law is applicable to the case, the court ought to apply that rule and allow the consequences to take care of themselves.

As was said in the House of Lords in the case of *Hollins vs. Fowler*, supra:

"The result of your Lordship's consideration of this case will, I fear, inflict hardship upon the defendants. They are innocent of any actual wrong-doing, but those with whom they are in conflict are as innocent as they, and we can only regard the liability attached to them by the law, without being affected in our judgment by its unpleasant consequences. They appear to me to have been guilty of a conversion in dealing with the plaintiff's property, and disposing of it to other persons, without any right or authority to do so."

The next question involved is as to the proper measure of damages.

The contention of the plaintiff is that the measure of damages is the value of the wheat at Minneapolis on July 6, 1900, when plaintiff demanded the wheat or its proceeds from the defendants, and they refused to comply with the demands, with interest at the legal rate thereon from that time.

The defendants contend that the proper measure of damage is the value of the wheat at the time it was sold by the defendants at Minneapolis, less freight thereon from Bellevue and Echo, with interest at the legal rate from that time.

In my opinion the plaintiff's contention is the correct one.

Under the laws of this state grain elevators and warehouses like those operated by Walbridge are licensed, and are public warehouses in which persons having grain for storage have a right to insist that their grain shall be stored.

It is a matter of common knowledge that in the fall, when the threshing season begins and

for months afterwards, wheat, in enormous quantities, is thrown on the market by persons whose necessities, perhaps, compel them to sell, and the market price of the grain is in consequence depressed, and it is also a matter of common knowledge that in the farming communities of this state grain growers avail themselves of their right to have their grain stored in the public country warehouses of the state, for the purpose of holding the same until the price advances; and in the case at bar the evidence shows that the wheat was deposited, commencing in August of 1899, and remained on storage in the Walbridge elevators until called for by the plaintiff the following summer, and that plaintiff, after discovering that the wheat had disappeared and after having traced it into the possession of the defendants, did, on July 6, 1900, cause a demand to be made upon them for the wheat or its proceeds, which demand was met with a refusal.

The evidence also shows that shipments were made continuously from about August 31st until the 5th or 6th of May, and, if the plaintiff can be compelled to take, in lieu of the wheat, the price at which it was sold at the various times at which sales were made by the defendants, then it follows that if Walbridge had stolen the wheat in September or October, 1899, when the market was glutted and the price was lowest, the plaintiff would, by the application of that rule, be required to take what it was sold for at that time.

It certainly seems to me that that rule cannot be applied, particularly with reference to cereal products that form the largest part of the volume of business in this state.

Certainly and clearly Walbridge could not have insisted upon any such rule, because, under his contract, he was bound to deliver on demand, and when demand was made upon him for the wheat he could not be heard to say that he did not have it at that time, for instance, on July 6th, when it was worth in the neighborhood of eighty cents a bushel, and could not be heard to give as the reason for his failure to deliver it at that time, that he had stolen the wheat preceding fall.

To permit him to do so would be to permit him to set up the crime of grand larceny committed by him to mitigate the amount of damages which the plaintiff is entitled to recover.

If Walbridge could not insist upon such a rule of damages, I am unable to understand by what line of reasoning the defendants, who aided him, though unwittingly, in perpetrating a wrong as against the plaintiff, can stand in any better position.

As was said by Lord Ellenborough in the case of *McCombie vs. Davies*, 6th East. 538, which was an action against a broker for the conversion of tobacco:

"The very assuming to one's self the property and right of disposing of another man's goods is a conversion; and certainly a man is guilty of a conversion who takes my property by assignment from another who has no authority to dispose of it; for what is that but assisting that other in carrying his wrongful act into effect?"

If the rule contended for by the defendants is adopted in this state, no man who deposits his grain in the fall in a public elevator to await an advance in the price, can ever tell where he stands, or what his wheat so deposited represents in dollars and cents, until he undertakes to sell and finds whether the warehouseman has or has not previously made away with the grain.

If the public warehouseman does his duty, complies with his contract, and safely keeps the property committed to his custody until the market advances, as in this case, to eighty cents a bushel, then the wheat deposited is worth the market price at the time the owner elects to sell it.

But if the warehouseman, as in this case, steals the grain, ships it to a commission merchant a few days or weeks after it is deposited for storage, and while the market is glutted with wheat and the price low, then when the owner undertakes to sell his property, after the market has advanced, he may discover that his wheat, stolen as it was, is represented in value by forty or fifty cents a bushel.

It would seem as though public policy and good morals ought to lead to the adoption of the rule contended for by the plaintiff; and that rule may be made to rest upon this reasoning; that, as between the plaintiff and persons who have converted his property, no conversion takes place until there has been a demand for the property and a refusal to deliver it.

In the case of *Coleman vs. Pearce*, 26 Minn. 123, the defendants were grain commission merchants and wheat had been shipped to them by the plaintiff for the purpose of storage with a view to a sale later; and in that case, as early at least as the month of January, 1875, the wheat had been disposed of without the knowledge or consent of the plaintiff. On the 21st of July following the plaintiff ordered the defendants to sell the wheat, but, as it had been previously disposed of by them, they could not and did not comply with his direction, and he

brought an action in conversion to recover its value, and the court said:

"It was shown that plaintiff ordered the firm to sell the wheat on the 21st day of July, 1875; that it neglected and refused to make the sale, and has never in any way accounted therefor to the plaintiff. It is to be presumed that the property is still held by the defendants contrary to the said express wish and direction of the plaintiff, and without any right so to do. Such refusal to sell and continued retention of the property, without lawful excuse, was equivalent to a conversion. It was an unauthorized exercise of control and dominion over the plaintiff's property, wholly inconsistent with the special purpose for which alone the defendants held the possession from the plaintiff, and was, therefore, a positive tortious act, rendering them liable therefor as for conversion."

Under the facts stated in the opinion, the grain was gone long prior to the date of the order to sell, and the reasoning of the opinion seems to proceed on the theory that it would be conclusively presumed against the defendants that they had the wheat at that time when, if they had discharged their duty faithfully, they would have had it. In other words, that, for the purpose of reducing the amount of damages, they would be stopped from saying that they had converted the wheat at a time when the market price was lower than it was at the time when the demand was made.

As applied to this case, the act of the defendants in selling this wheat was a tortious act, and the adoption of the rule contended for by the defendants would permit them to set up their own tort, and claim an advantage from it by way of mitigating the amount of plaintiff's damages, and is equivalent to the defendants' saying, "It is true you demanded your wheat on July 6th from us, and it is true that it was worth eighty cents a bushel at that time, but we had wrongfully and tortiously converted your wheat long before July 6th, when the value of it was less than it was on that date."

If the defendants can be permitted to take that course, they are allowed to set up their own tort and claim an advantage to themselves from it, something that either in law or morals is seldom permitted.

In the case of *Spackman vs. Foster*, 11 L. R. Q. B. Div. 99, it appeared that the plaintiffs in 1859 were joint owners of a tract of land, the title deeds of which were then in their possession; but in that year the son of one of the plaintiffs, without the knowledge of plaintiffs, deposited the deeds with the defendant to secure an advance of one hundred pounds. Twenty-three years later the plaintiffs discovered that the defendant had possession of the deeds, and made a demand therefor of defendant. He refused to deliver them, whereupon an action in conversion was brought against him by the plaintiff, and the defendant pleaded the statute of limitations, and then the question presented was, when the conversion took place, and the statute of limitations began to run. In disposing of the case the court said:

"On the whole, I think that there was no conversion and consequently no right of action against which the statute would run till the demand and refusal to give up the deeds."

The wheat having been, by the criminal act of Walbridge, transported from Echo and Bellevue to Minneapolis, the plaintiff is entitled to take his property at the latter place, without being required to compensate Walbridge, or anybody who aided him in the wrongful transportation of his property, for transportation charges.

This, I think, is too clear and well settled to require the citation of authorities.

The defendants make the point that the wheat tickets, having been assigned or transferred to the plaintiff after the wheat had in fact been disposed of, that such transfer of the tickets cannot operate to confer upon the plaintiff the right to maintain an action of trover for the conversion of the wheat.

I do not think there is anything in that position. The case of *Hall vs. Robinson*, 2 N. Y. 203, decides that exact question adversely to the defendants' contention.

M'GEE, Judge.

Our exports of breadstuffs during the 10 months prior to Nov. 1, as compared by O. P. Austin, chief of the bureau of statistics, included 79,840,000 bushels wheat, 147,910,000 bushels corn, 27,144,000 bushels oats, 1,858,000 bushels rye, and 11,829,000 bushels barley; compared with 92,534,000 bushels wheat, 166,492,000 bushels corn, 37,947,000 bushels oats, 4,753,000 bushels rye, and 10,944,000 bushels barley, during the corresponding period of 1899. The total value of all breadstuffs exported was \$196,443,000; compared with \$216,833,000.



# GRAIN TRADE NEWS.

## CANADA.

D. H. Kitchenson, grain dealer, Seymour Township, Ont., has failed.

A grain elevator is being erected at Gilbert Plains, Man., by the Canadian Northern Elevator Co.

Botsford & Jenks of Port Huron, Mich., have completed their new elevator at Meaford, Ont., on the Canadian side.

W. G. Douglas, grain dealer, Winnipeg, Man., is introducing a new feed grain, Russian speltz, resembling wheat and rye.

The difficulty arising out of the inspection of 12,000 bushels of peas as No. 2 at Kingston and No. 3 at Montreal, in a recent case, has led the trade to consider the need of an appeal board of inspection to settle all such questions.

The estimates of the grain crops of Ontario just issued by the Ontario Department of Agriculture are: wheat, 23,403,000 bushels; winter and 6,935,000 bushels spring; barley, 16,930,000 bushels; oats, 87,716,000 bushels; peas, 14,026,000 bushels; and rye, 2,361,000 bushels.

A feature of the Manitoba wheat movement this season has been the absence of shipping via Buffalo, while in former years the bulk of the crop has been exported by Buffalo. This is partly due to the fact that the crop is light this year and that home millers are buying a large portion of the wheat that has been marketed. Millers have paid high prices ever since the season opened, prices ruling in Manitoba country markets being so high, compared with export values, that shippers have not been able to do business at a profit, consequently there has been little inclination to push wheat forward for export.—Commercial, Winnipeg.

The new regulations of the Grand Trunk Railway are: Grain shipped from ports in Canada to Portland for export will be received at the United States frontier only when each car is accompanied by a certificate from a duly appointed inspector either at the point of shipment at York, Belleville or Montreal. Grain, when not inspected at point of shipment when consigned at points west of York, must be inspected at York; from points east of York and west of Belleville, inclusive, must be inspected at Belleville, and from points east of Belleville at Montreal, unless it is intended that the grain shall be cleaned at Portland elevator.

## CHICAGO.

Another elevator is to be built at South Chicago.

Memberships in the Board of Trade are selling at \$1,000.

Daniel F. McGuire, of the state grain inspection department, died Nov. 16, at Denver, Colo.

H. H. Carr & Co., the "Farmer's Friend," have moved into smaller offices top Board of Trade Building.

Grain charters at the close of navigation were higher at 3 cents on corn and 3¼ cents on wheat to Buffalo.

John W. Kauffman, the St. Louis miller and wheat operator, has applied for a membership in the Board of Trade.

Grain shipments from Chicago by lake during the season of navigation have been over 130,000 bushels, mostly corn, and to Buffalo.

George S. Seaverns has borrowed \$65,000 for 5 years at 5 per cent on the security of his elevator property in Thirty-third street.

Eastbound shipments from Chicago for the week ending Dec. 1 were 995,000 bushels, against 935,000 bushels for the previous week.

The elevator men who were subject to the rule of George I, King of the Corn Pit, for a brief space of time, have become anti-imperialists.

The recent vote of the members to extend the trading limit on all grains to 90 days and to deal in the May delivery after Oct. 1, was 598 for and only 72 against.

Ike Weeks, formerly foreman at the Peavey B Elevator at South Chicago, is the new foreman in charge of the Pennsylvania Elevator. Old employees have been displaced by new men.

The Silver Flake Cereal Co., operating a large corn mill, has sustained heavy loss thru mismanagement, and has closed the plant indefinitely, discharging the employees. Manager J. J. Sheppard is accused of having pocketed the rebates allowed by railroad companies.

The inspected receipts of grain at Chicago during November consisted of 3,153 cars wheat, 9,542 cars corn, 3,198 cars oats, 52 cars rye, and 1,328 cars barley; compared with wheat, 2,315 cars; corn, 6,385 cars; oats, 4,961 cars; rye, 167 cars; and barley, 1,944 cars, during November, 1899.

If the two Cincinnati women who have got judgment against a big local bucket shop for \$26,000 succeed in collecting anything it will be remarkable. It has always been the case hitherto that when a claim is presented to a bucket shop the concern promptly evolves itself into thin air.

Corn shipped from Chicago two months ago, it is said, was returned by rail to take advantage of the November squeeze, and failed to grade No. 2, the grade given when it was shipped. It is said the state grain inspection department, while very rigid as to inspecting corn into elevators, is quite liberal in grading grain for shipment. Since any grain that goes into a public elevator as No. 2 must come out as No. 2, the department naturally feels its responsibility.

Lloyd Smith says: If it can be shown that the board of directors proceeded irregularly in the trial which resulted in my expulsion from the board (and they did proceed irregularly), their verdict will not stand. There is no use in my attempting to do anything before the present board, however. At no time during my trial did the board introduce evidence germane to the charges set forth by T. M. Baxter, chairman of the trial board. Baxter admitted that the board did not prove all the charges, and said that it

didn't intend to prove all of them. It was admitted that the trial was not according to law.

Lloyd J. Smith has been expelled from the Board of Trade on the charge of irregular conduct. His trial before the directors was begun Nov. 20 and ended Dec. 5, being one of the longest ever held. In their desire to thoroly inform themselves the directors disregarded the ordinary rules of evidence. The books of the elevator company showed that on Jan. 1 there were outstanding warehouse receipts of the Indiana Elevator amounting to 2,265,000 bushels, altho the maximum capacity of the house is 1,500,000 bushels, and it probably never was filled to that limit. When the bad odor has blown over Mr. Smith may be reinstated on account of his popularity.

George H. Phillips says of his corn corner: At the close of October I saw that the elevator people were anxiously paying 2 cents over the November future for all the contract corn they could buy for shipment. I wondered why they did not buy the November instead, wait for the delivery and save the 2 cents a bushel. I started to do some of that myself. I kept at it until I had a November line of 3,100,000 bushels purchased that averaged me 36¾ cents. I made up my mind that, with the cash at a premium of 2 cents for consumption, I had an easy profit of at any rate \$60,000. I never increased that line and never spoiled that average. I figure that I will clean up in the operation not less than \$150,000.

The Illinois law under which D. H. Stuhr and others were indicted for purifying barley, is as follows: No person shall subject, or cause to be subjected, any barley, wheat, or any other grain to fumigation by sulphur or other material, or to any chemical or coloring process whereby the color, quality, or germ of such grain is affected. No person shall offer for sale, or procure to be sold, any barley, wheat or other grain which shall have been subject to such fumigation or other process, as provided in section 1 of this act, knowing such barley, wheat, or other grain to have been so subjected. Any person violating the provisions of this act, shall, upon conviction, be punished by fine of not less than \$100, not more than \$1,000, and imprisonment not exceeding three months in the county jail, and shall also be liable for all damages sustained by any person injured by such violation.

The grand jury has indicted David H. Stuhr, of the D. H. Stuhr Grain Co., Davenport, Ia., Frank Noth, foreman, and Gus Brussel, engineer, of the company's elevator at West Hammond, Cook County, Ill., on the charge of fumigating barley with sulphur. On learning of the arrest of his men and their confinement in jail Mr. Stuhr immediately left Davenport for Chicago and obtained their release by depositing cash bail of \$2,000. Detective Wallbaum testified that Stuhr had a plant at his elevator which has been used since Oct. 1 for the purpose of fumigating barley. Attached to a large furnace near the elevator he found a pipe passing through a shaft running alongside of the elevator to a height of seventy feet. He also testified that the furnace was continually fed with sulphur, the fumes of which were carried through the pipe and released through a vent seventy feet above the ground, making it impossible to detect the sulphurous odor from below. The grain was subjected to the fumigation process in this shaft. In



a shed near the elevator Detective Wallbaum discovered a number of barrels of sulphur, which were used for the purpose of barley fumigation. Mr. Stuhr says: It is nothing but blackmail and underhanded work from my competitors. Before we started to use the patent purifier we tested it thoroughly and had all tests analyzed in Chicago. The results of all such analysis was the showing of a great improvement in the barley. Not only did we have a full analysis before we made up our standard grades but we made a full growing test of every carload shipped out with not a single complaint from our customers. I have not sold a dollar's worth of grain on this market and I deal directly with maltsters. The process simply takes out the impurities in the grain, and there is nothing connected with it that could possibly be injurious to health. The process simply consists of dropping the grain through steam. In the first hearing before Judge Holdom the defendants contended that the law under which the indictments were drawn is unconstitutional, as it prohibits the fumigation of grain merely without reference to the use the owner may attempt to put the grain to. The claim was made that there might be emergencies when the fumigation of grain would be necessary for a legitimate end, and, therefore, the law was incomplete.

### ILLINOIS.

F. L. Collins, grain dealer at Triumph, Ill., has moved west.

Illinois grain dealers are complaining of the scarcity of cars.

J. F. Hagener's new elevator at Bluff Springs, Ill., has been completed.

L. W. Porterfield, St. Joseph, Ill., has replaced his platform scales with a new one.

Fleming & Noble, Bethany, Ill., have erected a new, 50-foot smokestack at their elevator.

Louis H. Getz, grain dealer at Tremont, Ill., visited Utah recently to look after his farm.

Holmes & Ashbough's new elevator at Dunlap, Ill., has been inclosed, and soon will be finished.

E. M. Wayne, grain dealer of Delavan, Ill., has erected an oats storage bin to hold 15,000 bushels.

A. H. Richner of Crawfordsville, Ind., is building an elevator at Sublette, Ill., for J. H. Eversole.

Edward Wood has sold his interest in the elevator at Armstrong, Ill., and removed to his farm.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

C. W. McDougall, Cayuga, Ill., has completed an addition to his elevator and put in a gasoline engine.

R. E. Pratt & Co., grain dealers of Buffalo, Chicago and Decatur, have established an office at Peoria, Ill.

Henry Bachman, of Bachman Bros., grain dealers, Cazenovia, Ill., recently made a visit to relatives in Iowa.

W. G. Abbott has entered the employ of Kirkpatrick, Lackland & Co., grain dealers of Chenoa, Ill., as bookkeeper.

A. Archibald will have charge of the elevator at Enright, Ill., recently bot of A. Schlosser by Shepard Bros., of El Paso.

Bad roads to Peoria, Ill., have caused the people of East Peoria to agitate the construction of a grain elevator at their town.

C. F. Churchill has retired from the firm of E. D. Churchill & Sons, grain dealers at Chenoa, Ill., on account of ill health.

H. E. Ensly, Waverly, Ill., Dec. 6: New corn pretty well out of country: quality good. No old corn on hand. Oat crop almost all gone.

S. A. Hayward, grain dealer, Tremont, Ill., recently went on a 10-days' hunting trip to the Mississippi River and had very good luck with the ducks.

Charles S. Hill, of C. S. Hill & Son, grain commission merchants, Freeport, Ill., died Nov. 15 of nervous dyspepsia, after an illness of 10 months.

C. L. Douglas of Marseilles, Ill., was in Chicago last week and reported that he has purchased the elevator of J. N. Shuler at Ottawa. He will take possession today.

The thief who stole grain from the elevator of J. H. Puterbaugh, Mackinaw, Ill., and let behind him a clear trail of grain from a leaking sack, was up for trial recently.

H. A. Canedy has resigned the management of the grain elevator at Troy, Ill., for the Valier-Spies Milling Co., to enter the railway field. His successor is John Feldmeier.

The Sheldon Elevator Co., Sheldon, Ill., has presented the local fire department with \$25 in recognition of its valuable services on Oct. 25, in saving the plant from burning.

W. E. Eckert, Belleville, Ill., Nov. 27: Wheat looks very fine since the rains; in fact I never saw it better at this season. Up to now there has been very little complaint of Hessian fly.

Edson Keith, Jr., Susan Keith and Walter W. Woodruff, heirs, have bot at judicial sale for \$168,000 the elevator property on the south branch of the Chicago River owned by the estate of the late Edson Keith.

Three kinds of engines have been used recently to run Jordan Bros.' elevator at Heyworth, Ill. First, they threw out their gasoline engine, and put in a traction engine until the Ball Engine that had been purchased should arrive.

Mr. Bacon, agent at Pontiac, Ill., for the Illinois Central Railroad and Rogers, Bacon & Co., while loading oats at the elevator went to the top of a large bin to inspect it, but lost his footing and fell to the bottom. He died before a doctor could reach him.

Government crop report, Dec. 1: Illinois. Month favorable for wheat, general condition of which is very promising, although considerable damage has been done by fly in central district and some damage by fly and wire worms in southern district; early sown wheat has suffered more than late sown; a large acreage of rye in northern district shows fine prospects.

J. B. Walton & Sons' new elevator at Urbana, Ill., on the Big Four, has 10 bins each of 3,500 bushels capacity. From all the bins grain is fed into the elevator boot by the Richner Chain Grain Conveyor, and lifted to the cupola by an elevator having a capacity of 2,000 bushels per hour. Power is supplied by an electric motor taking current from the Urbana electric company.

The Chicago Board of Trade is unable to give grain dealers the relief from corners desired by the Illinois Grain Dealers Association for the reason that the courts have decided that the Exchange cannot interfere between buyer

and seller to compel the buyer to accept a poorer grade of grain than that which he contracted for, even at an arbitrary discount in the price.

Quick loading of cars was accomplished at Brining's elevator, Le Roy, Ill., recently. In five hours Lewis Lambdin, who runs the house, loaded 7,000 bushels of corn, loading 2,000 bushels in one hour. He also attended to the engine, coopered cars and stopped a half-hour. Mr. Lambdin is a fast worker, and he made good use of the convenient arrangement of the elevator, which is equipped with a gasoline engine. He thinks he can elevate 20,000 bushels in ten hours.

Judge Lincoln has confirmed the sale of the canal elevator at Marseilles, Ill., to Dunaway, Buckrigel & Co., for \$5,500. The property was purchased from the Schroeder estate by John Schroeder and Mrs. Herman Schulz, who gave an option on it to C. L. Douglass. While the option was still good they arranged a sale to the Ottawa firm, which was vainly contested by Mr. Douglass, who has been operating the house. Mr. Douglass will continue to operate his own elevator on the railroad.

The directors and the legislative committee of the Illinois Grain Dealers Association held a meeting at Decatur, Ill., Nov. 27, and adopted resolutions recommending that the Chicago Board of Trade change its rules to prevent corners by making the next lower grade deliverable on contracts at a price 10 per cent less. B. S. Tyler, Decatur; T. Costello, of Ma-roa; P. Baxter, of Taylorville; Edward Beggs, of Ashland; J. B. Good, of Forsythe; H. N. Knight, of Monticello; E. S. Greenleaf, of Jacksonville; T. J. Lester, of Pana, and J. W. Spellman, of Lincoln, were present.

R. C. Grier, secretary of the Peoria Board of Trade, reports the receipts at Peoria as consisting of 117,300 bushels wheat; 1,643,000 bushels corn; 540,000 bushels oats; 14,650 bushels rye; 221,750 bushels barley; 3,295 tons millfeed and 2,170 tons hay, for November; compared with 35,850 bushels wheat; 1,346,000 bushels corn; 567,200 bushels oats; 15,600 bushels rye; 240,000 bushels barley; 390 tons millfeed, and 4,500 tons hay, for November, 1899. The shipments were wheat, 57,850 bushels; corn, 287,400; oats, 638,900; rye, none; barley, 187,550; millfeed, 7,560 tons; hay, 160; during November; compared with wheat, 2,600 bushels; corn, 395,200; oats, 686,400; rye, 600; barley, 214,950; millfeed, 5,585 tons; and hay, 20, during November last year.

It is reported that the various brotherhoods of railroad employes will ask Governor-elect Yates to appoint a practical railroad mechanic to a position on the state board of railroad and warehouse commissioners. The large shipping interests of the state ought to demand some recognition on the same board. Yates has promised a business administration. To redeem that promise his board of railroad and warehouse commissioners should be made up of men who are well fitted by experience and ability for executing the important functions of the board, political influence or prominence not to be considered. One of the greatest needs of Illinois, as shown by past records, is an experienced and capable grain expert as a member of the state board.—Farm Implement News, Chicago.

At the first hearing of J. D. McClean's suit against his partners in the Mattoon



Elevator Co., Mattoon, Ill., the petition for a receiver was withdrawn, Lee Hunt giving bond. Later a second suit was brought by the Mattoon Elevator Co., against E. & I. Jennings for \$4,000 damages. The declaration alleges that the Messrs. Jennings represented to Messrs. Kenney and Hunt that a verbal arrangement with the railway people would give the lessees undisturbed possession of the elevator in Mattoon until next spring before being compelled to vacate. Messrs. Hunt and Kenney also claim that the physical condition of the properties at Magnet and Coles were represented to them as being in prime condition and on the railway right of way, when both are far removed from the right of way and physically are of no service whatever. Kenney and Hunt went into the lease, they say, on the representation made in the lease and verbal statements of lessors and J. D. McClean, who was connected with the company at first, without going over the property. As soon as they looked it over and found its true condition they protested and asked to be released from the leases. The railway demanding immediate possession of the property Nov. 24, Mattoon Elevator Co. was compelled to move out. It is understood that the Illinois Central will immediately tear down the building and lay double tracks over its site.

### INDIANA.

Johnsonville, Ind., is to have a new grain elevator.

Grain shippers at many points in Indiana are suffering from the scarcity of cars.

William Fitzmaurice has succeeded Willis Whipple, grain dealer of Deerfield, Ind.

W. B. Cooley's new elevator on the L. E. & W., at Hartford City, Ind., is nearly completed.

Warren T. McCray of Kentland, Ind., was in Chicago last week attending the fat stock show.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The Pierce Grain & Implement Co. has succeeded C. W. Pierce & Son, grain dealers at Union City, Ind.

Tomlinson Grain & Lumber Co., Winchester, Ind: We do not think of doing without the Grain Dealers Journal.

Burglars recently blew open the safe in the grain office of Ball & Ball at Rushville, Ind., but found only a few cents for their trouble.

Harper & Bannister have leased the elevator at Lafontaine, Ind., in which W. A. Elward recently purchased a half interest of Frank Lynn.

While adjusting a belt at Geddies' grain elevator, Modoc, Ind., David Harty was instantly killed, Dec. 1, by his clothing catching on a set screw.

Arnold & Nelson, grain dealers of Montpelier, Ind., have found their 6,000-bushel elevator too small for their growing trade, and next spring will erect a new building on the opposite side of the railroad, with a capacity for 20,000 bushels.

Fire at Battle Ground, Ind., Nov. 21, destroyed the elevator operated by J. Frank Bending, with 4,500 bushels of corn, 130 bushels of oats and some buckwheat. Loss, \$8,000; partly insured. The building was owned by S. R. Perry and Ezra Smith of Yazoo City, Miss.

Government crop report, Dec. 1: Indiana. Moderate temperature and frequent rains were quite favorable; frosts did no injury; wheat is well stooled, deep rooted, and of vigorous growth, but fly is injuring early sown; corn husking continues, though much is yet in shock, yield is large and quality good.

Thomas J. Chissom, for two years manager of the elevator of Kerlin & Ryan, Sedalia, Ind., has disappeared. His books show a shortage of several thousand dollars. After a sale of the plant to Joseph A. Bridge had been closed, Chissom was retained by the new firm for a few days. When the time for accounting with the old firm drew near Chissom wrote from Indianapolis, since when nothing has been heard from him.

### IOWA.

J. W. Fiala has succeeded K. A. Harper, grain dealer at Lisbon, Ia.

N. S. Beale of Tama was in Chicago last week attending the fat stock show.

C. I. Johnson & Co. are trying to do a scoop shovel business at Somers, Ia.

Spencer Smith has bot the grain business of John Youngerman at Waukegan, Ia.

J. S. Robertson has bot the interest of Mr. Kyle in the grain business at Orchard, Ia.

Hillmer Bros., of Sioux City, Ia., have bot several elevators in the neighborhood of Pipestone.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The Burlington, Cedar Rapids and Northern announces the opening of its Germania division between Germania, Ia. and Albert Lea, Minn.

W. A. Smith of California Junction, who operates an elevator at that station, is doing a scoop shovel business at Modale, Ia.

H. A. Weimer of Harris, Ia., is not provided with the regular facilities properly located on railway side track for handling grain.

The Des Moines Elevator Co., Des Moines, Ia., is considering plans for a large storage house adjoining the elevator built a year ago.

Dealers on the Movable branch of the C. & N. W. Ry., complain that bids are too late for acceptance, on account of the change in the time card.

Christie & Sherrett, Wiota, Ia., Nov. 26: Corn this year not as good quality nor as large in yield as last season; and but little of it moving as yet.

The McFarlin Grain Co., of Des Moines, Ia., has bot the elevator at Rands, Ia., of J. Bock, who will manage a house for the company in Carroll County.

G. H. Elliott and E. M. Cassaday, grain dealers of Whiting, Ia., were in Chicago last week attending the fat stock show. Geo. O. Holbrook formerly in the grain business at Onawa accompanied them.

G. S. Parkinson & Co., a firm composed of George S. Parkinson and Leigh H. Wallace, have purchased the real estate and elevator of the Keeley Elevator Co., of Washington, Ia., and will conduct a grain and fuel business at that place.

Bidders waste any cards sent to C. Mahaffa, Nira; Stephen Malcolm, Belle Plaine; Murphy & Dwyer, Parnell; Hogue & Whitacre, West Liberty; and Flevik & Shoots, Keota, Ia., as none of these are engaged in the grain business.

J. R. Smith & Son, dealers in grain and seeds at Lamoni, Ia., informs us that their elevator at that place was burned on the morning of Dec. 5, with 12,000 bushels of oats and 250 bushels of corn. Loss, \$7,500; insurance, \$5,000. The firm will rebuild if the new house can be completed within six weeks.

Wallace Coates, formerly a grain dealer at Hillsdale, Ia., took poison at Omaha recently. He disappeared two years ago after financial reverses, and was found a few months later demented. He was placed in a hospital at Omaha and was thot to have fully recovered. His body was buried at Glenwood.

Charles T. Sidwell has bot the interest of his partner, F. A. Scott, in the grain business at Florence, Ia., and the partnership, which has existed for three years, will terminate Jan. 1. Mr. Sidwell is a very enthusiastic and hustling grain man, and enjoys the confidence of his farmer patrons to an unusual degree. He also handles lumber, coal, and groceries, is postmaster, and agent of the Hawkeye Telephone Co.

Manager J. M. Brown, of Chas. Counselman & Co., informs us that his firm during the past year has built elevators at Elmo, Somes, Palmer, Pocahontas, Ware, Royal, and Melvin, Ia. These are all on the Gowrie & Northwestern branch of the Rock Island, and all but the last have 20,000 bushels capacity. The latter is a 25,000-bushel house, as are also those which are being rebuilt at Dana, Lena, Hamlin, Callender and Guthrie Center.

### KANSAS.

Ripley & Bucher of Stafford, Kan., have sold their elevator.

An elevator at Hallowell, Kan., is reported to have been burned.

The burned elevator of James Hawley at Potter, Kan., is to be rebuilt.

Samuel Bredahl has bot the grain elevator of M. C. McAfferty at Powhattan, Kan.

The Agra Grain Co. has been incorporated at Agra, Kan., with \$3,000 capital stock.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

C. W. Alcock, Chanute, Kan.: I have had several inquiries to my advertisement of engines for sale in the Journal.

The Miller Grain Co., Anthony, Kan., will build a 40,000-bushel elevator with side track on both the Santa Fe and the Southwestern.

George B. White, aged 86 years, a retired grain dealer who built the first elevator at Atchison, Kan., died Nov. 24. Since 1864 he had resided at Atchison.

The Wilds Elevator Co., Belleville, Kan., informs us that F. V. Lavenburg has bot and will take possession of the elevator of C. E. Sheldon, at Narka, Kan., on the Rock Island.

F. E. Weser was arrested at Mound City, Kan., Nov. 29 on the charge of stealing three cars of wheat at Des Moines, Ia., in the yards of the C. M. & St. P. railroad. He procured the bills of lading and realized \$1,600.

Government crop report, Dec. 1: Kansas. Month very favorable; wheat unusually fine generally, and is being pastured to prevent stooling; it is showing effects of drought in extreme northwestern counties, and of fly in some central counties.

The French Grain Co. has succeeded the French-Bennett Grain Co., Topeka,



Kan. A. H. Bennett has sold his interest and has not been connected with the company for some time. No change will be made in the method of doing business, and the company will continue to operate the Capitol Elevator. At a recent meeting of the directors the following officers were elected: E. F. French, president; Charles E. French, vice-president; and J. M. Flynn, secretary.

### MICHIGAN.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Besides a new brick office and scales the Watson-Welch Grain & Coal Co., Chelsea, Mich., will erect an addition, 16 x 40 feet, to their elevator.

McGeorge & Nettleton have succeeded Frutchey, McGeorge & Co., grain dealers at Kingston, Mich. Charles F. McGeorge of Howard City has purchased the interest of Messrs. Frutchey, and taken possession.

Government crop report, Dec. 1: Michigan. Condition of winter wheat very uneven; many fields badly infested with hessian fly, and it now appears that the crop will be as badly ravaged as last season; fields not infested have made good healthy growth.

### MINNESOTA.

Read Judge McGee's decision in this number.

Howard & Bemis sold one of their elevators at Kenneth, Minn.

The Peavey Elevator Co. is improving its elevator at Butterfield, Minn.

A farmer's elevator association is being formed at Bertha, Minn., to erect an elevator.

The S. Y. Hyde Elevator Co., of Wisconsin, has applied for a charter in Minnesota.

Minneapolis recently received several hundred cars of wheat from the Pacific Coast.

The November fees of the Minnesota state grain inspection department aggregated \$27,500.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

G. F. Moulton, the well known commission merchant of Minneapolis, is a candidate for Minnesota chief grain inspector.

W. M. McDonald, who has been engaged in the grain business at Estherville, Ia., has returned to his former home at Claremont, Minn.

Six elevators on the Sioux City & Northern, and the Pacific Short Line, will be built by the New London Milling Co., New London, Minn.

The completion of M. Guthrie's new 15,000-bushel elevator at Blooming Prairie, Minn., gives him a total capacity at that point of 40,000 bushels.

Charles Hill has resigned his position with the Peavey Company at Morris, Minn., to look after the elevator at Grey Eagle, in which he has acquired an interest.

The farmers who are organizing an independent elevator company at Montevideo, Minn., evidently do not know of the misfortune that overtook a similar company at Fosston.

An assessment of \$35 each has been levied on the 200 stockholders of the Farmer's Alliance Elevator Co., at Fosston, Minn., to wipe out the indebtedness of nearly \$10,000 created by bad management.

The residence of W. H. Dunwoody, president of the St. Anthony & Dakota Elevator Co., Minneapolis, Minn., was entered by burglars Dec. 2. Plate valued at several hundred dollars and considerable jewelry were stolen.

F. R. Durant, of the Van Dusen-Harrington Co., Minneapolis, Minn., is compiling a pamphlet showing grain rates from Northwestern points to Minneapolis, Duluth and Chicago, and from Iowa points to the Mississippi River.

Burglars ransacked the office at Hubbard & Palmer's elevator, Butterfield, Minn., recently but took nothing of value. They left the door and window open with the result that the water jacket of the gasoline engine froze, bursting the cylinder.

One-half of the new concrete elevator of the Peavey system at Duluth, Minn., has been completed, and is receiving grain. It is expected that five of the circular bins and three concave bins will be filled and the grain allowed to remain for some time as a test.

The D. Rothschild Grain Co. has bot Mr. Jargo's elevator at Hardwick, Minn., for \$4,000. Its capacity is 25,000 bushels and it is one of the best in the country. Albert Rothschild will place a buyer at Hardwick and will conduct the plant in connection with the elevator at Luverne.

The suit of the Ames-Brooks Co., grain shippers of Duluth, Minn., for a continuance of the rebate on insurance that the company had been favored with, established the fact that the Underwriter's pool has been giving rebates to heavy shippers. The difference to the Ames-Brooks Co. on the 157 cargoes shipped during 1899 amounts to \$13,307.

The Appeals Board at Minneapolis, have been laboring under a misapprehension of their duties. Their duties are to establish at the beginning of the season grades for all grain, and then during the season see that inspectors live up to those grades. In this flax matter they have usurped the duties of the inspectors, ignored the unwritten but well understood agreement to maintain No. 1 N. W. seed at no more than 15 per cent of field damage, and have constantly overridden the inspectors who were endeavoring to maintain some degree of respectability to the grade.—Duluth Record.

Albert Harrington, of Minneapolis, says: An imaginary benefit to the farmers of the Northwest, is building up real benefits to the people of Canada, and at the expense of Duluth. The tariff on wheat is an imaginary benefit to the farmers of the American side of the international boundary, while it keeps the Manitoba wheat on the Canadian side, thus furnishing the means of building up transportation interests and Canadian shipping ports on the north shore of Lake Superior, Port Arthur is merely a transfer point, while Duluth is a wheat market. If the tariff were to be removed from wheat coming in from Manitoba the natural tendency would be for it to come to the Duluth market for the reason that it is the nearest big market. The Canadian wheat would command better prices, but not at the expense of the American wheat grower.

### MISSOURI.

James Tathwell of Passaic, Mo. has placed a gas engine in his elevator.

Grain rates at Kansas City will not be upheld after Jan. 1, if the rumor that the Chicago, Great Western will refuse to take part in any pooling arrangement proves true.

W. A. Hinchman has bot the interest of his partner, W. T. Kemper, in the Kemper Grain Co., grain commission merchants of Kansas City, Mo., and has interested in the business D. F. Piazek and E. O. Bragg of the Brokers Grain Co. Mr. Kemper, who is president of the Board of Trade, will devote his attention to his merchantile interests.

Government crop report, Dec. 1 Missouri.—Absence of severe freezing weather, with abundant and well distributed rains, except in few counties, very favorable for wheat, which is generally in excellent condition, although there is much complaint of fly in central and southern sections, serious damage, however, is confined to a few localities.

The St. Louis municipal authorities have passed an ordinance providing that the weighing of all grain and farm products shipped into St. Louis, except that received at public elevators, shall be under the supervision of the Merchants' Exchange. The exchange agrees to erect scales for the purpose, but for the present existing scales will be used. Those in charge of the weighing are to be bonded to the city, the supervisor in the sum of \$1,000 and his assistants at \$500 each. Rates for weighing are to be as follows: Ten cents per wagon load, 15c per car load, when the car is run upon the exchange track, and 30c per car load in other cases. The city is subject to no expense under the bill, and the exchange agrees to pay into the treasury \$50 for each one of its scales per annum. In case of dispute over weighing rates between the supervisor and carriers, the differences are to be settled by arbitration.

### NEBRASKA.

Send us notices of new elevators, new firms and business changes.

A. H. Phelps, Steel City, Neb.: Crops light here, only about one-half crop corn.

Herbert W. Scott, grain dealer of Hastings, Neb., has filed a petition in bankruptcy. Liabilities, \$12,698; assets, none.

The R. K. Johnson Co. has been incorporated at Valparaiso, Neb., to deal in grain and coal. Capital stock, \$30,000; incorporators, R. K. Johnson, E. L. Johnson, Mary A. Johnson, and H. P. Johnson, all of Valparaiso.

### NEW ENGLAND.

J. W. Bicknell is to open a grain store at Canton, Me.

Francis C. Brown, for several years engaged in the grain business, died Nov. 29 at Norwich, Conn., aged 90 years.

Charles Glazier will remove from Charlton to North Easton, Mass., where he has bot a grain store, of O. M. Lord & Son.

Boston is short of grain to fill steamships on contract to leave, because of the grain blockade at Buffalo, which is holding back the cars.

It is rumored that the Vanderbilts will develop the grain export trade of Boston by erecting a large elevator for the bene-



fit of the Boston & Albany Railroad, in which they have become interested.

M. L. & M. W. Graves, dealers in grain and flour at Northampton, Mass., have made an assignment to Silas R. Cooley. The firm has been engaged in business for 35 years, but has suffered thru fire and failure of customers.

### NEW JERSEY.

The Philadelphia Grain Co. has been incorporated at Camden, N. J., to manufacture brewers grains. Capital stock, \$150,000; incorporators, W. S. Abernethy, F. R. Hansell and William F. Eidell.

The Lehigh Valley Railroad Co. has let the contract to Holmes & Cogan of Jersey City, N. J., for the construction of a large grain elevator on Caven Point, which juts out into New York Bay from the Jersey side. The elevator built some time ago in the nature of an experiment is overtaxed. The new plant will be very complete.

### NEW YORK.

The Buffalo scoopers have suspended President McMahon.

The Buffalo Elevating Co., Buffalo, N. Y., is planning to replace the burned Dakota Elevator with a fireproof building, probably of steel construction.

George S. Jewell, one of the three sons of the founder of the Jewell Mills, Brooklyn, N. Y., died Nov. 30, from cancer of the tongue, caused by tobacco smoke.

The scarcity of cars and the closing of the Erie Canal have combined to cause a blockade of grain at Buffalo, N. Y. The elevators are full and unable to unload the scores of vessels crowding the harbor.

### NORTHWEST.

The Marfield Elevator Co. has transferred R. W. Munsil from Centerville to Salem, S. D., to take charge of the elevator at that place.

The farmers of the northwest are "getting it in the neck" at the present time from Governor Lind's grain inspection board in Minneapolis. On Tuesday of this week, out of three hundred cars received, shippers and consignees appealed from the board's grading on eighty cars. A few days ago a northwestern shipper was notified that a car of wheat which he had billed as No. 2 was inspected by Mr. Lind's "reform" board as "no grade." He wired the consignees to hold the car and appealed from the decision of the board. This resulted in the wheat being graded No. 3, and a further appeal secured a grade of No. 2. Inasmuch as buyers are bound to save themselves from all possibilities of loss, the farmers are the parties who suffer from the ignorance or worse of Minnesota's Populist inspectors.—News, Aberdeen, S. D., Nov. 28.

### OHIO.

Bassett Bros., formerly of Leipsic, has bot the elevator, flour and sawmills at Waterville, O.

Miss Sadie Mallonee has entered the employ of J. W. McMillen at his grain office at Van Wert, O.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Sylvester A. Oldham, dealer in grain, hay and coal at Lyons Station, O., died Nov. 23, of pneumonia.

Paul G. Wood, who has sold his elevator at Lilly Chapel, O., will remove with his family to Cincinnati.

Dunlap Bros., proprietors of the elevator at Alger, O., are building cribs to hold 30,000 bushels of corn.

The Wayne Grain & Milling Co., of Tontogany, Weston and Belmore, is completing an extensive plant at Belmore, O.

Botzum Bros., feed dealers of Akron, O., are erecting a feed store and warehouse, 35x120 feet, to have a capacity for 15,000 bushels of grain.

The grain salvage facilities at the plant of the East Side Milling Co., Toledo, O., will be increased by the addition of several driers and more storage capacity.

L. M. Faber of Cleveland and V. L. Twining of Kipton, have leased ground on the W. & L. E. Railroad at Brighton, O., on which to erect a grain and feed warehouse.

George Miller will have charge of the elevator at Middlebranch, O., for Williams Bros., of Kent, who have leased it of B. E. Wise, owner. The plant has been a long time idle.

Ira C. Felger of Jeromeville, O., writes that he has bot the elevator, implement building and dwelling at Lewistown, O., of William H. Murphy of that place. The firm name is Felger Bros.

S. H. Grimes, of Portsmouth, O., was in Chicago last week attending a meeting of the American Fair Association and of the Ohio State Board of Agriculture, of which he is president.

The Montpelier Elevator Co., has been incorporated at Montpelier, O., to deal in grain and seeds. Capital stock, \$10,000; incorporators, W. W. Chamberlain, N. G. Lash, J. Hodson, W. L. Hogue, J. Martin.

Starbuck & Son, Port William, O., Nov. 26: Wheat in this vicinity is in very good condition; about one-half the usual crop. This 1900 corn crop is the best as to quality and quantity for the past 10 years.

The Northwestern Ohio Grain Dealers Association perfected its organization at a recent meeting at Toledo, O. Leroy Churchill of Toledo was elected president. The association will endeavor to rectify several evils connected with grain transportation.

The Cincinnati Chamber of Commerce has adopted the new rules of the New York Produce Exchange relating to the meaning of the different shipping instructions on grain. They were published on page 313 of the Grain Dealers Journal for Nov. 10.

Government crop report, Dec. 1: Ohio.—First of month too dry, latter part wet and more favorable; early seeded wheat generally infested with fly and some reseeded done; bulk of crop seeded late, however, and though small has good stand and will enter winter in fairly favorable condition.

Charles Knox, Sr., died at his home at Toledo, O., Nov. 20. He was born at Hartford, Conn., in 1821, and in 1853 went to Toledo and became paymaster and agent and later general freight agent of the Toledo & Wabash Railroad. One son, Charles Knox, Jr., with Reynolds Bros., grain receivers, survives him.

E. C. Pope, who is running the elevator at Dawson, O., for E. J. Griffis & Co., of Sidney, took in between Oct. 10 and Nov. 10, 30,005 bushels of new corn. Cars being scarce the cribs were filled

Oct. 20, and recourse was had to dumping in wagon sheds, hog pens and barns, and a score of rail pens are being built.

### PACIFIC COAST.

A rice mill is to be built at Tacoma, Wash.

California farmers are trying to grow flaxseed.

Readers will confer a favor by sending notices of new firms, new grain warehouses and business changes.

R. W. McKinnon has established a grain commission office at Tacoma, Wash., with private wires to the east.

A. Anspacher, of Anspacher Bros., grain dealers of San Francisco, Cal., has returned from an extended trip to Europe.

The Figprune Cereal Co., has been incorporated at San Jose, Cal., to deal in grain and fruit. Capital stock, \$500,000, directors, G. C. Anderson and others.

Washington State Grain Inspector, George P. Wright, will ask the legislature to provide for the collection and publication of weekly crop bulletins during the season.

Grain exports from Portland, Ore., for the five months of the cereal year up to Dec. 1, were nearly 6,000,000 bushels, which is more than during any corresponding period except 1898.

The purchase of 56 acres more land gives the Northern Pacific Railroad Co. control of 500 acres on the harbor of Tacoma, Wash. The company plans improvement costing \$1,000,000.

The grain cargo of the steamer Flintshire, which sailed in September from San Francisco, but had to return in bad condition, was unloaded recently at Port Costa, where the damaged grain was sold.

The charter of the steamship Glenturret to take 100,000 bushels of wheat to Europe from Puget Sound by way of the Suez Canal is a new departure as it is the first grain cargo to take the western route to Europe.

One of the large warehouses erected by the Northern Pacific Railroad Co., at Tacoma, Wash., has been leased by the Northwestern Warehouse Co., of which W. C. Ripley is manager. Grain cleaning machinery will be installed.

We are indebted to E. Scott, secretary of the San Francisco Chamber of Commerce, for a copy of his annual report, containing a record of the trade and commerce of that city, the rules of the chamber and some interesting statistics.

Government crop report, Dec. 1: Washington.—Wheat reported uninjured and in excellent condition, but less than usual amount sown; early sown 3 to 4 inches high, late just showing through; during zero weather ground was well covered with light fall of snow. Oregon.—About average amount winter wheat seeded; germination, stand, and color, excellent, except slight damage by hessian fly in five northwestern counties; snow prevented damage during cold spell; soil generally in excellent condition and plowing nearly finished. California.—Previous to recent heavy rains large acreage of wheat was being sown in northern section, lighter acreage in San Joaquin Valley and southern part of State; since rain all reports indicate increased acreage throughout State as soil is in first-class condition; early sown wheat up and thrifty, especially in central and northern sections.



**PENNSYLVANIA.**

The new elevator of Dewees & Bracken at Paoli, Pa., is nearing completion.

William Diebold, dealer in feed at Homestead, Pa., recently suffered loss by fire.

Daniel Yankey & Son, grain dealers and merchants of Altenwald, Pa., are erecting a new store building.

Government crop report, Dec. 1: Pennsylvania.—Wheat, both early and late sown, generally in first-class condition; damage from hessian fly only reported in few fields; recent, well distributed, heavy-soaking rains very beneficial; month unusually mild, especially favorable for late wheat; little ground frozen; occasional light snows in northern counties.

**SOUTHEAST.**

The Nolin Milling Co., Nolin, Ky., expect to build a 30,000 to 40,000-bushel grain elevator in connection with the mill.

The Southern Railway's recent purchase of the Louisville, Evansville & St. Louis Railway, strengthens the former in the export grain trade.

John K. Cowen, president of the Baltimore & Ohio Railroad, at a recent meeting of the New York Chamber of Commerce, stated that in 1900 there was nearly as much wheat went through a Baltimore and Ohio elevator from the bay counties of Maryland and the bay counties of Virginia as came from all the balance of the United States. Baltimore held on to its corn, and was the largest corn exporter in the United States. Mr. Cowen argued against New York's plans to increase its grain trade at the expense of the southern ports.

Government crop report, Dec. 1: Kentucky.—As a whole month was quite favorable to winter wheat and other crops; there was, however, considerable complaint of drought up to 20th, but heavy rains since have given permanent relief; hessian fly has damaged wheat severely in some localities, but area affected is small and crop is up to average condition for this time of year. Tennessee.—Early sown wheat greatly injured by hessian fly, many fields ruined, and being resown; late sown wheat generally looking well; acreage somewhat reduced; some seeding yet to be done; warm, dry weather first half of month favored ravages of fly; excessive rains latter part damaged wheat by washing and flooding. Virginia.—Weather during month highly favorable for seeding, germination, and growth of winter wheat; seeding about finished in tidewater division, other sections crop in and coming up; mild weather has promoted rapid growth and excellent stands secured; fly reported locally though seeding purposely delayed to avoid this pest; no damage as yet.

**SOUTHWEST.**

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

A large elevator and mill costing \$60,000 are to be built at Denver, Colo., by the Farmers Milling & Elevator Co., of Longmont.

The grain dealers of Oklahoma met at Guthrie, Okla., Dec. 3. The consensus of opinion was that 35 per cent of this year's crop has been marketed.

W. H. Bacheller, the bucket shop operator of New Orleans, La., who de-

camped last spring, has been apprehended. He is under indictment for embezzlement.

R. McMillan, chief inspector of the New Orleans Board of Trade, reports that the grain exports from New Orleans during November included 2,431,000 bushels of corn, 782,000 bushels of wheat and 53,000 bushels of oats: compared with 3,982,000 bushels of corn, 1,207,000 bushels of wheat, and no oats during November, 1899. These shipments were carried by 41 vessels to 16 different ports in Europe.

Government crop report, Dec. 1: Oklahoma and Indian Territories.—Wheat and rye in excellent condition though rather rank and some jointing reported; acreage largely increased; precipitation abundant and well distributed; cattle in fine condition, being pastured on wheat; cotton picking still in progress. Arkansas.—Weather favorable for sowing wheat; early sown coming up to good stands and looking fine; hessian fly doing some damage; acreage smaller than last year except in the northwest, where it is about average; heavy rains fell latter part of month.

**TEXAS.**

The millers of southwest Texas have protested against the new 'milling in transit rules.

Elbert G. Rall has succeeded Rall & Smith, dealers in grain, hay and seeds at Fort Worth, Tex.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

New companies are constantly being formed to begin rice culture on an extensive scale in Texas.

Midlothian Grain & Elevator Co., Midlothian, Tex.: We think the Journal a grand paper for the grain man, and we could not do without it.

Government crop report, Dec. 1: Texas.—Weather generally favorable for continuation of wheat seeding, except occasional delay caused by rain; major portion of crop in ground; weather exceptionally favorable for germination; early-sown wheat up to good stands and growing nicely, outlook for crop very favorable.

C. McD. Robinson, chief inspector of the Galveston Board of Trade, reports that the exports of grain for the season up to Dec. 1, have been 3,414,000 bushels of wheat: compared with 5,219,000 bushels of wheat during the preceding season prior to Dec. 1. No corn was exported so far this season, against 2,357,000 bushels last season.

F. M. English, an old-time grain man of northwest Texas, is now at Wichita Falls, promoting a scheme to build an up-to-date cleaning elevator at Galveston, and is receiving the support and encouragement of the members of the Texas Grain Dealers Association. Mr. English bot the first load of wheat that ever was raised in the panhandle of Texas, when the growing of grain there was considered a hazardous experiment.

The Texas Grain Dealers Elevator Co. is being organized with \$20,000 capital stock, to erect an elevator at Galveston. The object of the concern will be to handle, clean condition and store grain at reasonable and fixed charges and insure prompt and proper treatment of all grain consigned or delivered to the elevator. The company is to be owned and controlled exclusively by members of the

Texas Grain Dealers Association. Texas dealers have experienced some severe losses on shipments to Galveston on account of the grain arriving slightly out of condition and being refused admission to the regular elevators. With an elevator at that market, operated solely in their interest, Texas dealers could ship any grain to Galveston with the assurance that they would realize its full value. The plan has the unqualified indorsement of prominent Texas dealers, and should be carried out immediately.

**WISCONSIN.**

Send us notices of new elevators, new firms and business changes.

Ferdinand Heller and William Ziebel have bot a store and will put in a feed mill at East Millford, Wis.

Frank Mead has taken charge of M. B. M. Peacock's elevator at Markesan, Wis., while the manager is recovering from a broken leg.

Tony Kelly, aged 21, while working in a chair suspended by ropes at the new steel elevator of the Great Northern system, West Superior, Wis., fell a distance of 107 feet and was killed.

P. A. McGuire has taken charge of the elevator at Janesville, Wis., for the Northern Grain Co. The new owners will retain the services of H. Knoff, who has been employed at the elevator several years.

An old-time Milwaukee grain plunger, Joseph B. Oliver, has published in pamphlet form a vitriolic attack on the Chicago Board of Trade. He charges it with all the crimes possible to be laid against a body of the sort—"corners," "debasing the quality of the grain traded in" and the creation of a class of "cheap gamblers."

Geo. W. Sheppard of Milwaukee, writing of the Trouble in the Grain Trade, in the Wisconsin says, the greatest evil is the elevator combine, without the receipt of one single carload of No. 1 Northern wheat in their market from outside their city in the past six months, have accumulated a stock of over nine millions of this grade in regular warehouses by an admixture of inferior grades and the manipulation of inspection. Enforced periodical liquidation has already been referred to in your paper. The plain remedy for these evils is to enforce proper inspection. Prevent by law warehouse men from transacting their private business in public houses. Inspect mixed wheat as mixed wheat, and don't allow it in the contract grade, abolish trading in futures entirely, thus doing away with periodical liquidation and forcing the short seller to pay the carrying charge when he oversells the market, just as in stocks. "Whom the gods destroy, they first make mad," and surely the members of the Chicago board will lose at least their wheat trade if they do not return to legitimate methods.

Broom corn valued at \$123,000 was exported during the 9 months ending with Oct. 1: compared with \$120,000 and \$16,000 during the corresponding months of 1899 and '98.

The American Linseed Co. has passed the dividend on its preferred stock, which, as a result, is selling at the lowest price in its history. The price of oil has been reduced over 10 cents a gallon lately. Officials state that the dividend was passed because the company needed the cash for working capital.



## GRAIN CARRIERS.

Buffalo continues to work energetically for the improvement of the Erie Canal. The grain blockade at Buffalo has caused a delay of a week or more to grain steamers.

A break in the 60-mile level of the Erie Canal west of Rome, Nov. 26, caused the stranding of all boats.

The Little Rock Northern Railroad Co., will begin work next spring on 270 miles of road from Little Rock, Ark., to Springfield, Mo.

The Illinois Central is said to be considering an extension from Cedar Rapids, Ia., south to a connection with the Iowa Central at Oskaloosa.

The closing of the Erie Canal Dec. 1, marks a prosperous year for the boatmen. Scarcity of boats and fair demand caused higher freight rates.

Contracts are soon to be let for the construction of the Des Moines, Iowa Falls & Northern Railroad, between Iowa Falls and Nevada, 38 miles.

Winter grain shipments by lake between Chicago and Buffalo are said to be planned by the Carnegie and Rockefeller interests. It is alleged that the straits of Mackinac will be kept open by ice crushers.

The National Board of Trade, at its thirty-first annual meeting to be held at Washington, D. C., Jan. 22, will consider many improvements of grain transportation with a view to obtaining action by Congress.

Palmer Bros., wholesale grain dealers of Charleston, Tenn., have filed with the Tennessee Railroad Commissioners complaints against the Southern Railway alleging discriminations in rates on grain from their town to Dalton, Ga., in favor of Chattanooga.

The Virginia Line of steamers has been established from Newport News and Norfolk to London and Liverpool in connection with the Chesapeake & Ohio, the Norfolk & Western and the Southern railway. The line has six freight steamers and sailings will begin Dec. 16.

The Canadian Pacific has notified grain shippers at Toronto that the company would operate a service of steamships this winter from West St. John, N. B., to Europe. The steamers will be those of the Elder Dempster Line to Liverpool, the Donaldson Line to Glasgow and the Head Line to Dublin.

Hamilton Browne, president of the Marshalltown & Dakota Railway Company, announces the road will be merged into a new railway to be known as the Boone Rockwell City & Northwestern. This change involves the construction of 8 miles of road from Boone to Fraser and 22 miles from Gowrie to Rockwell City.

W. A. Clark, the millionaire miner and senator from Montana, is president of the Los Angeles & Salt Lake Railroad Co., incorporated Nov. 22, to build a new trunk line between Salt Lake City, Utah, and Los Angeles, Cal. The abandonment of a similar project by the Southern Pacific on account of the recent death of President C. P. Huntington, leaves the new company a free field.

Colonel Hughes of Coburg, Germany, writes: The Kaiser Wilhelm Canal has been used in the fiscal year 1899-1900 by 26,279 toll-paying vessels with a total of 3,488,767 tons (register) net, being 463 vessels and 370,927 tons more than last year. The above number includes

11,277 steamships of 2,748,918 tons, 13,248 sailing vessels of 492,121 tons, and 1,754 barges and scows of 247,728 tons.

The new Indianapolis Southern Railway Co. will soon begin work on a line from Indianapolis, Ind., south through the counties of Marion, Johnson, Brown, Jackson, Washington and Floyd to New Albany, about 110 miles, passing through the towns of Nashville, Brownstown and Salem. From Salem there is to be a branch about 100 miles long southwest to Owensboro, Ky., passing through the counties of Washington, Orange, Dubois and Spencer and the towns of Paoli, West Baden, French Lick, Grand View and Rockport.

The report of E. T. Chamberlain, United States commissioner of navigation, for the past fiscal year, shows that the year was the most prosperous experienced by American shipping for many seasons. For the first time since the civil war broke out the document tonnage of the United States exceeds 5,000,000 gross tons. On June 30, 1900, American

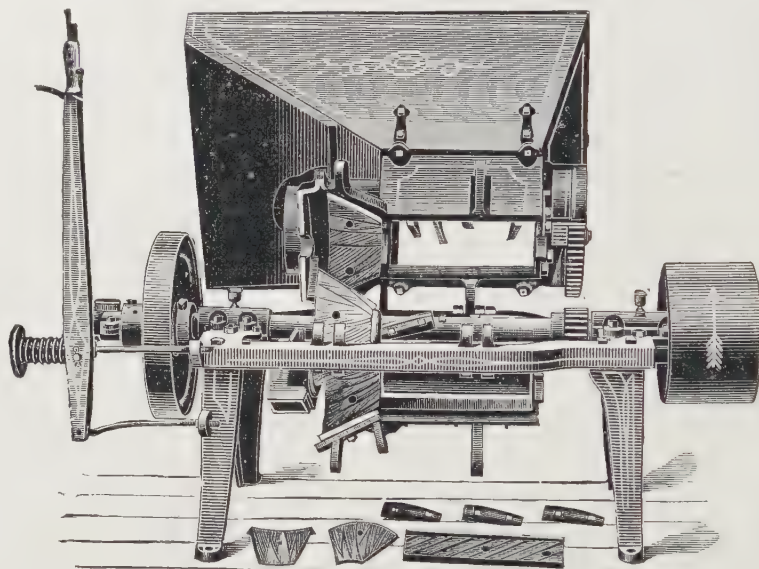
has been before the public for the last cussed in the public press with almost cussed in the public press with almost unanimous approval.

### THE BOWSHER FEED MILL.

With all certainty of our Holiday turkey, The N. P. Bowsher Co., loom into view and remind us of a glorious privilege we have to place good things before the milling, feed and grain trades.

The Bowsher Mills like Holiday turkeys, are good. The manufacturers claim to make them good—and strong; able to withstand all kinds of assaults; but they say nothing about making them tough. Like Holiday turkey the feed mill is a subject for special consideration at this particular time of the year.

The Bowsher Mills are made in a variety of styles and sizes; ranging from 2 to 25-h. p. One good feature is a complete, self-contained outfit, which is easily installed in a few hours. A point to which attention is directed is the conical



Bowsher's Feed Mill.

documented tonnage comprised 23,333 vessels of 5,164,839 gross tons, an increase of 300,000 tons over the previous fiscal year. Our maximum tonnage was 5,539,813 tons in 1861. Our shipping was then larger than Great Britain's and nearly equalled the British empire's. American vessels are almost wholly confined to the coasting trade, which employed last year 4,338,145 tons, or more than the total tonnage of Germany and France.

The League of National Associations at its recent meeting at St. Louis memorialized Congress to speedily enact Senate bill No. 1,439, known as the Cullom bill, now on the calendar of the Senate, believing it to be a wise and judicious measure, well calculated to remedy the defects found to exist in the present law and insure its more complete enforcement in the interest of the public, without infringing upon the vested rights and privileges of common carriers. This is a measure in which the business interests of the country are more largely concerned than in any other that has recently been brought to the attention of Congress, and its enactment will more directly affect a larger number of citizens than any other now pending. The bill

shaped grinding surface employed. This shape keeps the work close to the center of the shaft, thus insuring light running qualities, and an ingenious arrangement prevents the grinders from running together when the mill is empty; though it does not interfere with close adjustment for fine work. These mills are adapted to crushing and grinding corn and cob and for handling every variety of small grain for feed. As ear corn grinders they are especially superior; being provided with ear feeders. Circulars describing all sizes will be gladly mailed on request. Readers interested in feed grinding should send for full information to The N. P. Bowsher Co., South Bend, Ind.

T. Asmussen, grain importer of Copenhagen, Denmark, is making a tour of the principal grain markets of the United States.

The faithful colored cook who has prepared corn dishes for 15,000 Paris Exposition visitors has been presented with a medal.

Buckwheat dealers have found the present season one of the worst they have experienced. Warm weather has delayed the annual demand for the flour.





"WESTERN" WAREHOUSE SHELLER.

# UNION IRON WORKS

DECATUR, ILL.

Sole Manufacturers

## "WESTERN" SHELLERS AND CLEANERS ...BEST ON EARTH...

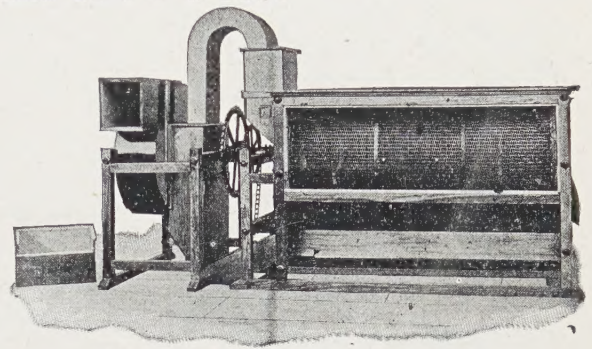
### Grain Elevators

...and Elevator  
Machinery

...A Specialty...

PLANS MADE ON APPLICATION  
BY LICENSED ARCHITECT.

Write For Catalog.



"WESTERN" WAREHOUSE CLEANER.

## Reliable Insurance...

on Modern elevators and Contents can be  
secured at about one-half the rates charged  
by stock companies by addressing

**MILLERS NATIONAL INS. CO.**

205 La Salle St., CHICAGO, ILL.

CHARTERED, 1865 ASSETS, \$2,721,893

NET CASH SURPLUS, \$469,382.27

W. L. Barnum, Secy

### The GRAIN SHIPPERS' Mutual Fire Insurance Association

Insures only desirable risks in Iowa, and has saved its  
policy holders in the past exactly 50 per cent of  
Board rates. For particulars, address

**F. D. BABCOCK, SECRETARY,**  
IDA GROVE, IOWA.

### MICHIGAN MILLERS MUTUAL FIRE INS. CO. OF LANSING, MICH.

20 YEARS Successful Business.

NET CASH SURPLUS, \$230,000.00.

50% Dividends Paid 1899 1900

Insures Grain and Elevators.



Kimball Bros., 1007 Ninth St., Council Bluffs, Ia.

## PAINT

YOUR ELEVATOR

WITH RUBBER PAINT CO'S

## ELEVATOR PAINT.

Warranted—Fast Red, Yellow, Brown, Black or  
Slate; price 60cts. per gallon in barrels.

**RUBBER PAINT CO.,**

154 & 156 W. Van Buren St., CHICAGO, ILL.

TEL. MONROE 462.

### FLOATER GRAIN INSURANCE

Special attention to Open Floater Policies  
in the best Stock Companies.

Insurance follows grain up and down as the  
quantity stored in each house changes. Will AL-  
WAYS have insurance where you have grain.

Simple, Sure, Economical. Investigate and you  
will find it absolute protection and cheap.  
Business handled anywhere. Write us.

**H. H. LANTZ & CO.,** DES MOINES, Iowa.  
25 years' experience. Best of references.

## SEAMLESS COTTON GRAIN BAGS.

**MILWAUKEE BAG CO. MILWAUKEE, WIS.**



## PATENTS GRANTED

Joseph Ross, Vincennes, Ind., has been granted letters patent, No. 662,028, on a hay baler.

Albert Bennett, Puyallup, Wash., has been granted letters patent, No. 662,341, on a hay press.

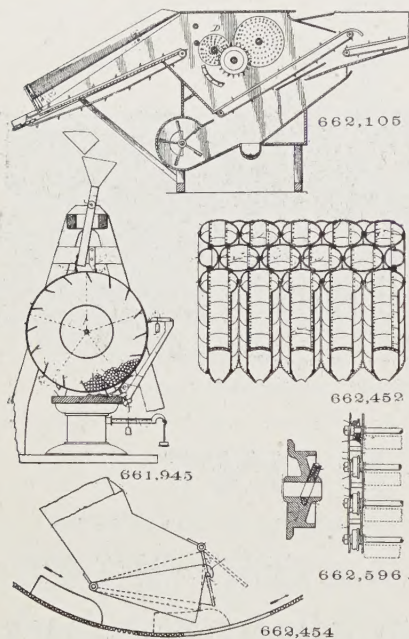
August Sherrer, La Grange, Tex., has been granted letters patent, No. 662,100, on a hay press.

Oliver F. Good, Dayton, O., has been granted letters patent, No. 662,718, on an explosive engine.

John F. Dornfield, Milwaukee, Wis., has been granted letters patent, No. 662,398, on a pneumatic malting drum.

Arthur A. Lazier, Buffalo, N. Y., has been granted letters patent, No. 662,730, on a governor for gas engines.

Alfred J. Signor, Elkhart, Ind., has been granted letters patent, No. 662,155,



on a multiple cylinder explosion engine.

Alfred J. Signor, Elkhart, Ind., has been granted letters patent, No. 662,315, on a sparking igniter for explosive engines.

Paul Swenson, Hopkins, Minn., has been granted letters patent, No. 662,507, on a trip lock for use in starting explosive engines.

Frederick R. Simms, London, Eng., has been granted letters patent No. 662,317, on an electric ignition plug for internal combustion engines.

Thomas L. Sturtevant, Quincy, and Thomas J. Sturtevant, Newton, Mass., have been granted letters patent, No. 662,040, on an explosion engine.

Charles W. Hunt, New York, N. Y., has been granted letters patent, No. 662,596 (see cut) on a lubricating conveyor wheel. The wheel is provided on one side of the axis with an oil cup and on the other with a counterweight, whereby the oil cup is brought uppermost when the wheel is relieved of pressure.

Johann Mayer, Cologne, Germany, has been granted letters patent, No. 662,454 (see cut) on a grain sorting machine. A rotary separating cylinder has an opening in its periphery thru which the grain falls into a chute. Within the cylinder

is a stationary hopper to supply the grain. To the mouth of this hopper is pivoted a flap, engaged and released automatically by a catch.

Daniel Wandscheer, Sioux Centre, Ia., has been granted letters patent, No. 662,105 (see cut) on a feed attachment for corn shelling machines. The feeder consists of trough and endless conveyor adapted to dispose and deliver the ears endwise to the sheller. At the lower end of the trough is a short board forming a vibratory flap actuated by the projections in the conveyor belt.

James Macdonald, Chicago, Ill., has been granted letters patent, No. 662,452, (see cut) on a grain bin. The patent covers the aggregation of a plurality of steel bins in the manner shown in the engraving. The peculiarity is that each joint is composed of four overlapping plates securely riveted together, thereby greatly enhancing the strength of the whole structure. This result is obtained by making each circle in six sections, with each of the six points in contact with joint of one of the adjacent six bins.

John W. Berry, Tacoma, Wash., has been granted letters patent, No. 661,945 (see cut) on an automatic weighing machine. This device is designed to be attached by any ordinary scales. The machine consists of a wheel having a plurality of triangular shaped buckets constructed radially from the axle, and between hollow side wheels. The hollow wheels are provided internally with buckets and voluble substances to counterbalance a partially loaded bucket. Means are provided for automatically freeing and governing the motion of the wheel when mounted on scales and set in motion by a load that will tip the beam of the scales.

## SUITS AND DECISIONS

A contract for a lower price after delivery and acceptance at a certain price is without consideration.

On a breach of contract of agency by the principal, the agent is justified in abandoning the contract and repudiating such agency.

Two Cincinnati women, relatives of William Stichtenth, have obtained judgment at Chicago for \$26,000 against the Central Grain & Stock Exchange for losses in speculation by him.

A chattel mortgage on 340 acres of corn which was part of a growing crop of 435 acres will be held void for uncertainty of description where the mortgaged property is neither uniform in quality nor capable of identification. Citing *Wattles vs. Cobb*, 83 N. W. 195.

David Grubb, proprietor of the grain elevator at Waldron, Ind., is defendant in a suit brought by two neighbors, Bennett Powell and Susan M. Powell, on the ground that his grain elevator is a nuisance. The damages are placed at \$500.

Under the terms of a bill of lading giving a lien on the goods for all unpaid freight, the carrier is entitled to a lien on the cargo in question only for the freight due on that cargo, and not for general balance on previous cargoes. *Atlas S. S. Co. vs. Colombian Land Co.*, 102 F. 358.

Fortuna Martineau has brought suit against Nicholls & Taylor, grain commission merchants of Minneapolis, Minn., to recover \$175 due on a car of wheat. Martineau alleges that the firm received \$228 for the wheat, and were entitled to

\$54 commission and expenses, and that they have failed to make any settlement.

A provision of a bill of lading exempting the carrier from liability for loss or damage occasioned by unseaworthiness, provided the owners had exercised due diligence to make the vessel seaworthy, leaves upon the owners the burden of proving such due diligence, which includes thorough and careful inspection. *The Friesland*, 104 Fed. Rep. (U. S.) 99.

In the suit of the First National Bank of Fargo against the Minneapolis & Northern Elevator Co., to recover the value of wheat that had been shipped out and on which the bank had a mortgage, the decision of the district court giving the bank \$1.40 per bushel, has just been reversed by the North Dakota supreme court and remanded for a new trial. The decision was reversed on the ground that the damages allowed the bank were excessive.

## A LIFE INSURANCE AGENCY.

A Life Insurance Agency incorporated, is bidding for the favors of the insuring public. It is known of the Central Life Underwriting Association with offices at 1303-1312 Marquette Building, Chicago. The stock of the company has been rapidly subscribed for by prominent business men. Its officers are: Wm. Penn Nixon, Pres.; T. C. McMillan, Vice-Pres.; A. F. Seeberger, Treasurer; Ephraim Banning, Counsel; John E. Meyers, Secy. and Gen. Manager.

The association is independent of any insurance company and offers its services and advice to those desiring to place their insurance in good companies, and on all matters pertaining to insurance. They also furnish expert actuarial and legal talent, collect claims against insolvent companies, loan money on policies, etc.

Its influence will be directed in favor of old line reputable companies only. The underwriting of life insurance has advanced to a prominent position in the Chicago business world, amounting to several millions of dollars annually and it is felt that interests so extensive should be conserved by intelligent direction and exposition by responsible and competent factors, thus avoiding the misapprehensions that so often occur as to the actual meaning of a life insurance contract.

A campaign against adulterated feed-stuffs was mapped out at a meeting, Nov. 8, of the board of managers of the Millers National Association at Milwaukee, Wis. The association will issue to members a copyrighted stamp guaranteeing the purity of the products bearing the label. A reward of \$500 will be offered for the conviction of any member misusing the label.

The Rock Island Playing Cards are the slickest you ever handled. One pack will be sent by mail on receipt of 15 cents in stamps. A money order or draft for 50 cents or same in stamps will secure four packs, and they will be sent by express, charges prepaid. Address, John Sebastian, G. P. A., C. R. I. & P., Chicago.

## the SPENCERIAN DUST SHIELD



Absolutely prevents all dust and obnoxious matter from being inhaled.

It is small, but effective, and will never wear out, being made of brass, beautifully nickel plated. Special Price, prepaid, \$1.00.

SPENCERIAN SPECIALTY CO.  
28 and 30 Abbott Court, Chicago, Ill.  
Write for Circular.  
Mention Grain Dealers Journal.



**The Jeffrey Manufacturing Co.**  
COLUMBUS, OHIO, U. S. A.

## ELEVATOR and MILL SUPPLIES.



### JEFFREY Standard Grain Buckets.

Jeffrey  
Detachable Chains, Sprocket Wheels, Elevator Buckets, Elevator Bolts, Elevator Buckets, Cotton Belting, Rubber Belting, Leather Belting, Spiral Conveyors, Shafting, Hangers, Pulleys, Gearing, Set Collars, Clutches, Couplings.

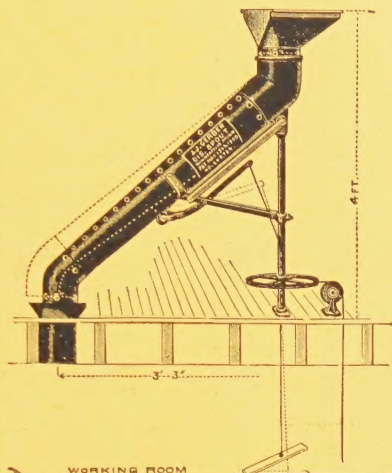
SEND FOR OUR CATALOG.

## LOADING SPOUTS



That load grain right. They give a spiral motion to the grain so that it leaves the spout with enough force to take it to the end of the car. Grain passing through a spout with a spiral motion is delivered in better condition, not being scoured or worn as much as when loaded from ordinary spouts. Write for Catalog.

**Abendroth & Root Mfg. Co.**  
Monadnock Block, CHICAGO.  
99 John Street, NEW YORK.



## THE GERBER No. 2 IMPROVED DISTRIBUTING SPOUT

(Patented May 15th, 1900. No. 649,724)

SOLD BY

## J. J. GERBER SHEET METAL WORKS

128 Sixth Ave., So., MINNEAPOLIS, MINN.

Mill and Elevator Work a Specialty.

Made of heavy sheet steel with Hopper and Elbows of cast iron. The elbow at discharge end sets into floor or funnels leading to bins making it impossible for the spout to get out of position and mixing grain.

By pressing the foot lever to the floor the end of spout is lifted out of floor funnels and can then be swung to any other bin desired and locked in place. The position of foot lever when released will show whether spout is properly seated in floor funnel or not. Can be used with or without floor funnels. Users say its the best spout in the market. Try one and be convinced.

AGENTS:

Link-Belt Supply Co. { Fairbanks, Morse & Co. } Minneapolis, Minn.  
C. D. Holbrook & Co. {  
Skilkin and Richards Mfg. Co., Chicago, Ills.  
Des Moines Mfg. & Supply Co., Des Moines, Ia.

## Clark's Record OF CARS SHIPPED.

Is adapted for the use of country grain shippers, to keep a record of all cars of grain shipped. This book is 9 1/2 x 12 inches and has space for 2500 cars. The leaves are made of ledger paper, ruled for date sold, date shipped, car number, initials, to whom sold, destination, grain, grade sold, their inspection, discount, amount freight, our weight, bushels, destination bushels, over, short, price, amount freight, other charges and remarks. It is well bound in strong board covers, with leather back and corners. Price \$1.50.

GRAIN DEALERS COMPANY

10 Pacific Ave., Chicago, Ill.

## Clark's Record for Wagon Loads Received

Is for the use of country grain dealers. It is 9 1/2 x 12 inches, contains 160 pages and has room for records of 3000 loads. It is ruled for date, name, kind, gross and tare, net pounds, bushels, pounds, cents, dollars, cents and remarks. This book is printed on strong white ledger paper and bound in board covers, with leather back and corners.

Price \$1.50.

For Sale by

GRAIN DEALERS COMPANY,

10 Pacific Avenue,

Chicago, Ill.

## Ideal Automatic Car Loader

Manufactured at SULLIVAN, ILLS.

## C. W. Dooley & Co.

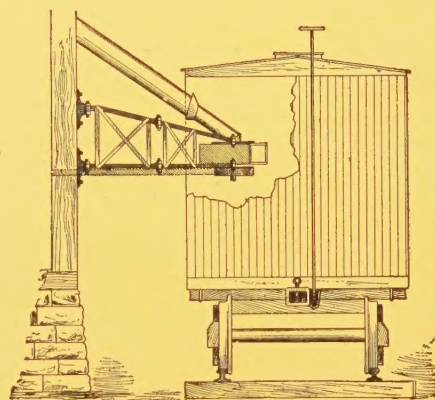
Bloomington, Ills.

Exclusive Agents for United States  
and Canada

J. B. GOOD,

Dealer in

Grain, Coal, Lumber.



FORSYTHE, ILL., August 2, 1900.

C. W. DOOLEY & CO., Bloomington, Ills.

GENTLEMEN: Enclosed find check for \$80.00 for our Loader. It does the work in fine shape, we can fill cars quicker than two men could before.

Yours truly,

J. B. GOOD.

Save \$1,000 by the expenditure of \$100 in the construction of new elevators by using the Ideal Loader. The above testimonial is a sample of what we are receiving from all our customers.

C. W. DOOLEY & CO., BLOOMINGTON, ILLS.

## WANT ADS....

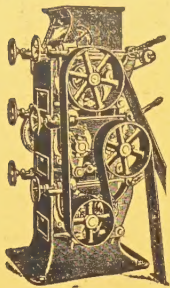
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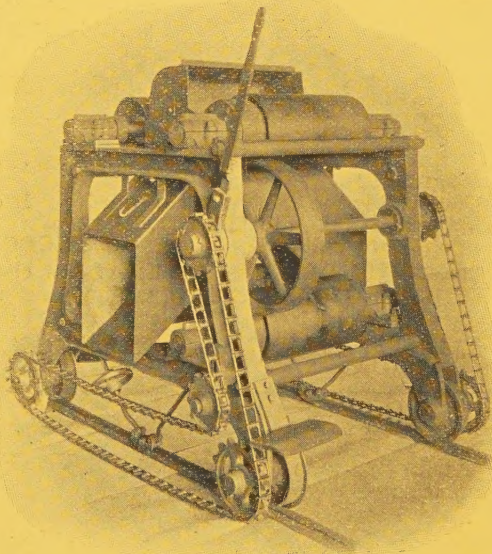
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| Q. | Of whom did you get it?   |
| A. | H. L. DAY, 1122-26 Yale Place, Minneapolis, Minn.   |

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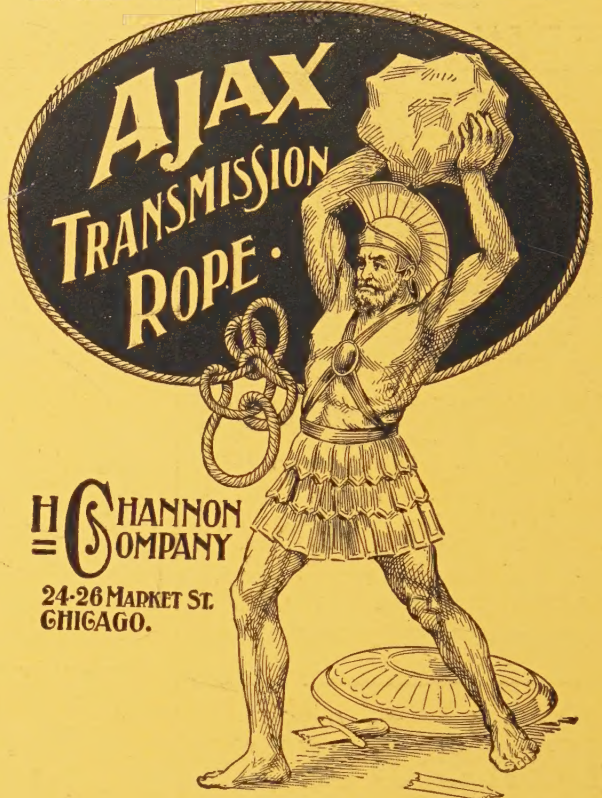
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IN ALL LENGTHS and SIZES DESIRED.



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